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Vol. VII. No. 355.

號四十月二十年三十九千一英

HONG KONG, SUNDAY, DECEMBER 14, 1930.

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"SEASON'S-END" SPORT.

Cream Cracker Springs A Surprise.

There was an end-of-the-season flavour about the racing at Happy Valley yesterday, redeemed to some extent by a splendid win in the Autumn Champions by that great sprinter Apollo. Whatever doubts there might have been about the pony's ability to stick out 1 1/4 miles were very definitely settled.

Sitting Bull ran well, but on the day was not nearly good enough for the winner, who came within 3 1/5 seconds of the record. Peppermint was not allowed to run his own race this time out, and faded out fairly early on.

Cream Cracker, an honest trier, who has not been much in the limelight, brought home the bacon in the penultimate event, happy backers collecting \$110 for their trouble. Apart from that, dividends were quite satisfactory. Windsor Stag, ridden by Mr. Leo Frost, who had a big day, started things off well by paying \$48.20 in the first race. Shiny Pearl also came third in the fifth event to pay \$36, and Tonbridge followed on by paying \$33.10.

MAJESTIC HALL'S FAILURE.

Majestic Hall, overwhelmingly backed to win the last race, made a complete mess of things, and finished a poor third, although the pace was only moderate.

In the December Handicap, "P" Class, Crown Prince followed up a good performance last week by coming in at the finish by a short head from Christmas Frolic. This was the best race of the day, the run-in causing great enthusiasm.

A Popular Win.

Judging by the demonstration in the public stand, New Year's Eve's win was the most popular, the pony coming home to the accompaniment of loud cheers from its supporters.

Mr. Frost had a successful day, and Mr. G. U. da Roza seemed to be more in his normal form since his accident. Mr. Harriman was not riding in the best of luck, but will be a power to be reckoned with at the next Annual Meeting.

Record-Breaking Season.

The afternoon's sport, although not wildly exciting, was a very successful termination to a season which is noteworthy in that eight records have gone by the board.

RESULTS.

1.-December Handicap: "A" Class: One Mile.—For China Ponies. Top weight not to exceed 171 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Chan Tin-son's Windsor Stag 151 lb. (Mr. Frost) 1
Dynasty's King's Colour 153 lb. (Mr. G. U. da Roza) 2
Belth & Heard's Christmas Chimes 141 lb. (Mr. S. N. Pan) 3
Also ran: Boxing Eve 168 lb. (Mr. Charles); Hawatha 160 lb. (Mr. Reidy); Piccalilli 141 lb. (Mr. Harriman); Royal Flush 163 lb. (Mr. Heard); Winsome Stag 140 lb. (Mr. Proulx); Wisdom Stag 154 lb. (Mr. Soares).

Won by a head; 1/2 length. Time: 2 mins. 02 secs. Pari-mutuel, winner \$48.20; places, 1st \$13.20; 2nd \$21.90; 3rd \$14.50.

Winner	Places
Boxing Eve	745 948
Christmas Chimes	257 292
Royal Flush	225 431
Hawatha	222 337
Windsor Stag	183 338
Wisdom Stag	177 125
King's Colour	90 164
Piccalilli	42 83
Winsome Stag	14 28

There was very little in this race, except for a nicely-judged effort by Mr. Frost on the winner. Hawatha was left several lengths at the start, but ran very pluckily coming round the bend, the handicap proving a little too much. King's Colour showed up much better to take second place, and paid \$21.90 in consequence. Boxing Eve, the public fancy, showed up poorly. The finish was an exciting one, Mr. Frost coming up in the last 50 yards to win by a head. The winner paid the mere amount of \$48.20 to start.

the ball rolling for lucky backers.

2.-Nulloh Plate: Five Furlongs.—For Subscription Grifins of this Club of this season which have not won more than one race. Weight for index as per scale. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$100. 2nd Prize: \$50. 3rd Prize: \$20.

Widdercombe's Peter Guernsey 152 lb. (Mr. G. U. da Roza) 1
Hau Un's Arabian Sea 155 lb. (Mr. Y. M. Loo) 2
H. K. Uong's Billiards 162 lb. (Mr. S. N. Pan) 3

Also ran: Happy Day 152 lb. (Mr. Harriman); Pea Shop 158 lb. (Mr. Soares); Thracian 155 lb. (Mr. Charles).
Won by six lengths; short head. Time: 1 min. 20 1/5 secs.

Pari-mutuel, winner \$3.30; places, 1st \$5.50; 2nd \$8.70; 3rd \$7.00.

Winner Places
Peter Guernsey 1253 1459
Thracian 266 440
Billiards 264 471
Peashop 198 214
Happy Day 186 235
Arabian Sea 145 257

This was an uninteresting affair, Peter Guernsey coming in, as expected, from a very moderate bunch. Thracian was pulled up lame, early in the race, and there was no question about the ultimate winner once the Rock was passed. Happy Day was disappointing, and finished well behind the field. Arabian Sea and Billiards had a close fight for second place, the former succeeding by a short head.

3.-December Handicap: "B" Class: One Mile.—For China Ponies. Top weight not to exceed 171 lb. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$50. 3rd Prize: \$20. Prince's Crown Prince 150 lb. (Mr. Frost) 1
W. T. Stanton's Christmas Frolic 163 lb. (Mr. Heard) 2
Tonnar's Lobster Bay 158 lb. (Mr. Soares) 3

Also ran: Blue Heaven 155 lb. (Mr. S. N. Pan); Chivalrous 145 lb. (Mr. Reidy); Fifty Fifty 140 lb. (Mr. G. U. da Roza); Four Clubs 141 lb. (Mr. Bramwell); Imperial Hall 142 lb. (Mr. Ip Kuy-ying); King's Counsel 160 lb. (Mr. Proulx); Monterey Bay 170 lb. (Mr. Charles); O-Moon 163 lb. (Mr. S. Y. Liang); Orlando 140 lb. (Mr. Y. T. Fung); Peppercorn 150 lb. (Mr. Beckhouse); Pickle 148 lb. (Mr. Harriman).

Won by short head; 1/2 length. Time: 2 mins. 03 secs. Pari-mutuel, winner \$16.70; places, 1st \$7.70; 2nd \$11.80; 3rd \$13.40.

Winner	Places
Crown Prince	859 1232
Chivalrous	355 425
Pickle	327 514
Christmas Frolic	320 554
Lobster Bay	303 415
Monterey Bay	193 338
Imperial Hall	125 314
Fifty-Fifty	105 211
Peppercorn	88 140
Four Clubs	85 123
Blue Heaven	88 227
O-Moon	81 89
King's Counsel	62 89
Orlando	65 71

Crown Prince, well-tipped to win this event, pleased his backers by a fine burst down the

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

YESTERDAY'S DRAWINGS.

The Hong Kong Jockey Club's thirteenth extra race meeting held yesterday resulted as follows:—

Race 1.
No. 289 \$898.50
" 206 256.80
" 284 123.40
Unplaced runners (\$50 each), Nos.: 144, 265, 132, 314, 102, 105.

Race 2.
No. 181 \$1,241.80
" 136 354.80
" 183 177.40
Unplaced runners (\$50 each), Nos.: 135, 201, 321.

Race 3.
No. 348 \$1,401.40
" 69 400.40
" 185 200.20
Unplaced runners (\$50 each), Nos.: 614, 335, 286, 520, 98, 339, 15, 462, 586, 23, 610.

Race 4.
No. 180 \$3,656.80
" 154 1,044.80
" 107 522.40
Unplaced runners (\$100 each), Nos.: 320, 209.

MENACED BY "REDS."

British and American Priests in Danger.

Peking, Yesterday. Despatches to the Legations report that 36 British and American missionaries are seriously endangered by a Communist uprising in Hohow. The British and American Consuls in Canton have requested Naval assistance.—Reuter.

Race 5.
No. 104 \$2,100.00
" 502 600.00
" 729 300.00
Unplaced runners (\$50 each), Nos.: 152, 231, 42, 637, 485, 71.

Race 6.
No. 234 \$2,212.00
" 286 632.00
" 372 316.00
Unplaced runners (\$50 each), Nos.: 523, 486.

Race 7.
No. 827 \$2,262.40
" 348 645.40
" 11 161.60
" 583 161.60
* Dead-heat.

Unplaced runners (\$50 each), Nos.: 773, 434, 808, 74, 81, 817, 203, 495.

Race 8.
No. 174 \$2,674.00
" 147 764.00
" 215 382.00
Unplaced runners (\$50 each), Nos.: 98, 949.

straight to win by a short head. Christmas Frolic led most of the way, but was beaten by the weight at the finish. The public judged form very well in this race, but Chivalrous proved a disappointment, not showing up at all. Lobster Bay ran in improved form to take third place. One wonders when Four Clubs will ever redeem its previous promise.

4.—Hong Kong Autumn Champions: One and a Quarter Miles.—For China Ponies that have won at least one race at an Extra Meeting of this Club during 1930. Weight for index as per scale. Entrance Fee \$10. 1st Prize: \$750. 2nd Prize: \$300. 3rd Prize: \$200. Chan Tin-son's Apollo 155 lb. (Mr. Frost) 1
Mrs. Dunbar's Sitting Bull 161 lb. (Mr. Heard) 2
Dynasty's Nationalist II 163 lb. (Mr. G. U. da Roza) 3

Also ran: Peppercorn 161 lb. (Mr. Harriman); Fair Sport 161 lb. (Mr. Reidy).
Won by 6 lengths; 3 lengths. Time: 2 mins. 31 1/5 secs. Pari-mutuel, winner \$7.30; places, 1st \$6.30; 2nd \$8.80.

Winner Places
Apollo 2255 1105
Nationalist II 711 875
Sitting Bull 510 377
Peppercorn 113 120
Fair Sport 71 111

REVOLUTION IN SPAIN

Rebels Take Possession of Jaca.

GOVERNOR CAPTURED.

Government Troops Prepare to Face 1,500 Rebels.

Hendaye, Yesterday.

Reports that a revolt has broken out at the Spanish garrison at Jaca, state that 1,500 men, assisted by armed civilians, took possession of the town and occupied all strategic positions. The rebels then commandeered all motor transport and a strong rebel column set out in the direction of Huesca. A skirmish was subsequently reported with the Government troops, in which numerous casualties occurred. Rebels captured the Governor of Huesca and his aide-de-camp, who were en route to Jaca in search of news, also the Bishop of Jaca, whom they are holding as hostages.

Government troops stationed near Huesca will stem the rebels' advance. The first real test of strength between the rebels and the Government forces is expected to-day.

Firm Steps Taken.

Madrid, Yesterday. A Government communique states that the Government has taken all necessary measures to concentrate against the rebels at Jaca and Huesca. The rest of the country is calm.—Reuter.

MINIATURE GOLF.

Chief Attraction at Sale of Work.

OPENED BY LADY PEEL.

Miniature golf proved a great attraction at the bazaar and sale of work of the Diocesan Girls' School, Kowloon, held yesterday afternoon in the charmingly decorated grounds of the school, and attended by a large crowd. Promptly at three o'clock Lady Peel, accompanied by Mr. G. W. A. Tufton (H.E.'s Private Secretary) arrived, and was met at the school entrance by Miss H. D. Sawyer (head mistress), the Bishop of Victoria (the Rt. Rev. C. R. Duppuy, D.D.), the Rev. W. Walton Rogers, and Mrs. and Miss Smalley. Her Ladyship then proceeded to the hall where everybody had assembled, and in a few well-chosen words, declared the sale open. Little Annie Ray presented Lady Peel with a basket of chrysanthemums, which were tied with the school colours.

The prizes at the miniature golf rink, were, for the gentlemen, cigarette cases and tie and handkerchief sets; and, for the ladies, letter papers and fountain pens. The school girl Guido troop, under Lieutenant Eva Lang, formed a guard of honour, which her Ladyship inspected.

The Stalls.

The following is the list of the stalls:—

Class 1 (under the Prefect, Doris Lee)—Edibles.
Class 2 (under Mrs. Richio)—Miscellaneous, dolls, handkerchiefs, etc.
Class 3 (under Miss Wentworth)—Miscellaneous, lampshades, calendars, etc., all painted by the girls.
Class 4 (under Miss Bedford)—Miscellaneous, bath salts, dolls' clothes, etc.
Class 5 (under Miss Allen)—Miscellaneous, sweets, etc.
Class 6 (under Miss Mason)—Toys.
Class 7 and 8 (under Misses White and Grose)—Fish pond.
Class 9 (under Miss Broadbridge)—Miniature Golf.

The following were the successful competitors:—
Treasure Hunt—Miss Smalley and Miss Kacker.
Lighting Candles—Mr. P. Kan and Miss Angela Alves.
Leg Competition—Miss Ellen Ford and Miss Florence Wong.
Blind Touch—Mr. Dixon and Mr. G. W. A. Tufton.

SCOUT RALLY:

Commissioner Witnesses Tests in Scoutcraft.

A TRAINING CAMP.

Six groups of the Hong Kong Boy Scouts Association took part in a rally held yesterday afternoon at the Praya East Reclamation, near Fleming Road. After the groups had lined up the Commissioner (the Rev. G. T. Waldegrave), in company with Mr. Gordon (Assistant Commissioner for Boy Scouts at Shanghai), conducted an inspection. This was followed by a number of tests in Scout craft, including fire lighting, camp site preparation and other items. Other officers present were Mr. C. Champkin (Assistant Commissioner), the Rev. E. A. Armstrong, (District Commissioner, Kowloon) and Lieut. C. G. H. Christian, (Assistant Commissioner) as well as a number of Rover Scouts who helped in judging. After the tests, an adjournment was made to the concert hall of the Seamen's Institutes where tea was served, this being followed by a series of entertainments on the stage by each group, denoting some aspect of Scout life.

Scouting in Shanghai.

Addressing the muster, Mr. Gordon spoke on Scouting in Shanghai, and said that they had a standing camp throughout every summer. There was a large number of nationalities in Shanghai, and the British were the first to organise the Scout movement, being followed by the Japanese. The latter had now got about six troops and were doing very well. They were followed later by the Germans, Russians, Koreans and Americans, and all these troops worked in close harmony with the British Association. They had two big meetings every year, a jamboree in summer and a concert in the winter. He was very glad to have been with the Scouts that afternoon, and was very pleased with what he had seen of the local movement. (Applause).

World Jamboree.

The Commissioner reminded the boys that the 1929 World Jamboree of Boy Scouts film would be shown locally within about three months' time. (Applause). He went on to speak about Saiwan, and said that the Rev. N. V. Halward had been appointed Assistant Commissioner for Training of Officers. They were having a preliminary training camp in January, 1931, when lectures will be given to Officers, on the third, fourth and fifth Thursday at Scout Headquarters. On the last week-end (January 31) a camp will be held at Saiwan, when the practical work will be done. He wanted at least 12 people who would be there permanently, so that they could work together.

Success of Saiwan.

The success of Saiwan, said the speaker, depended entirely upon the boys, and they were not to go there just for gardening. Every troop had to let him know if they were going to Saiwan so they would be able to make much more of it than they were doing at present. He hoped to have a Scoutmaster out there every week-end. They could not have it if the Scouts could not obey orders.

A Museum.

He also hoped to have a museum and a bridge making apparatus, but the boys would have to play up and help them. On Boxing Day a working party would go to Saiwan, under the Commissioner and Mr. Halward, for the whole day, as there was quite a lot of work to be done. The Scouts would be surprised to know what they could do with that beautiful training place, the speaker concluded. (Applause).

All the Scouts, who numbered about 100, then stood at the attention to sing the National Anthem, which brought an interesting afternoon to a close. The competing groups were:—
Sea Scouts, 2nd H. K. (St. Andrews), 5th H. K. (Roving Fifth), 6th H. K., 20th H. K. and the 28th H. K. Group.

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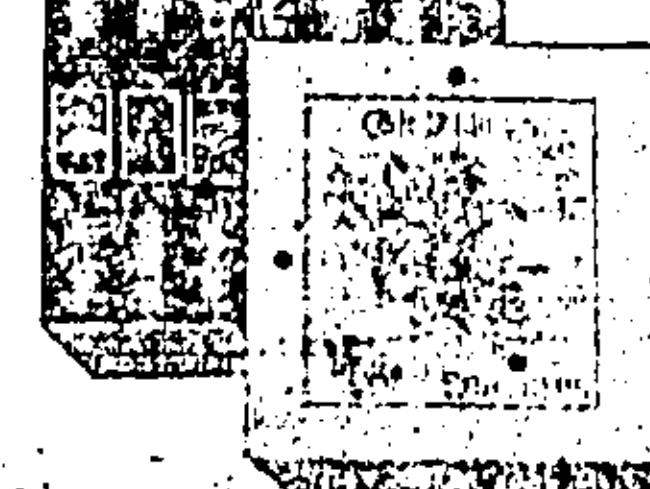
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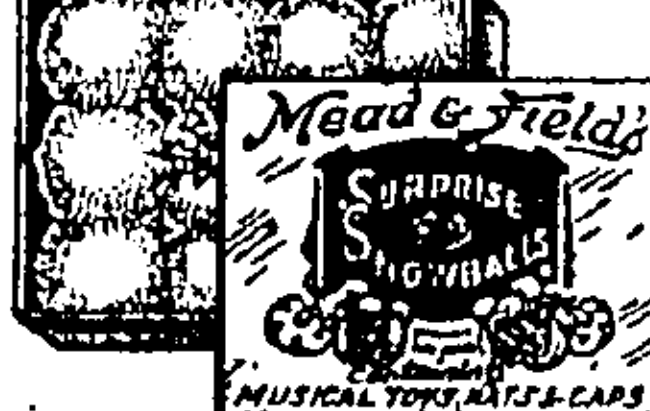
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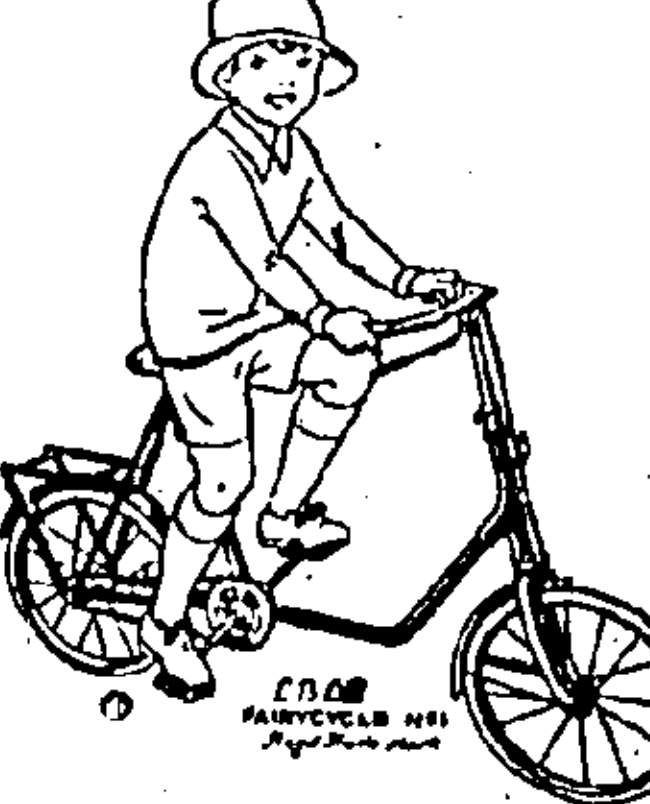
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HIGHEST AND LOWEST QUOTATIONS

(Figures from Ellis & Edgar Monthly-booklet).

	Year 1929		Jan. to November, 1930.	
	Highest	Lowest	Highest	Lowest
Hong Kong Bank ..	\$1335	1200	1670	1290
Bank of East Asia ..	\$100	84	121	95
Canton Insurance ..	\$700	630	1180	695
Union Insurance ..	\$390	319	500	364
China Underwriters ..	\$2 1/2	1.80	2.05	1.10
do. \$4 paid up ..			3.35	2.45
China Fire Insurance ..	\$310	280	400	315
H.K. Fire Insurance ..	\$325	260	1165	310
Douglases ..	\$33 1/2	25	28 1/2	22 1/2
H.K. Steamships ..	\$29 1/2	23 1/2	32	22
Indo-China-Pref ..	\$52 1/2	37	46	30
do. —Def ..	\$92	70	70	22
Union Waterboats ..	\$24 1/2	22	39	22 1/2
H.K. & W. Wharves ..	\$149	120	185	143
H.K. & W. Docks ..	\$41	32	40 1/2	30
China Providents ..	\$5 1/2	3.50	6 1/2	4.90
H.K. S. Hotels ..	\$12	8 1/2	13 1/2	10
H.K. Lands ..	\$8 1/2	59	88	63 1/2
Humphreys ..	\$15 1/2	13	17.20	14
H.K. Realities ..	\$9.35	7.40	11 1/4	8
H.K. Trams ..	\$21 1/2	18	22 1/2	17 1/2
Peak Trams—Old ..	\$13	11 1/4	14	11 1/4
do. —New ..	\$6.55	6.05	6 1/2	5.65
Star Ferries ..	\$7 1/2	64	92	66
China Lights—Old ..			29.30	19
do. —New fully paid ..			26 1/2	23 1/2
H.K. Electric ..	\$67 1/2	54 1/2	84	66
Telephones ..	\$3.40	6.60	19.40	8.40
do. \$5 paid up ..			23 1/2	19 1/2
do. fully paid ..			35 1/2	27
Canton Ice ..	\$3 1/2	1 1/2	3.80	2.10
Cements Combined ..	\$10 1/2	7.85	19.65	14 1/2
do. —Old ..	\$10 1/2	7 1/2	14	10 1/2
do. —New ..	\$9	1.20	5 1/2	8 1/2
H.K. Ropes ..	\$29 1/2	17.70	11 1/2	6
Dairy Farms ..	\$14 1/2	11	27 1/2	20 1/2
Watsons ..	\$8.05	1.85	18 1/2	10.70
Iano, Crawford ..	\$8.05	1.85	2.85	2 1/2
W. Powells ..	\$1.05	1.05	51	23
H.K. Amusements ..	\$31 1/2	25	44 1/2	1.10
H.K. Constructions ..	\$12	6 1/2	32	11 1/2
Rauhs ..	\$22.10	12 1/2	37.70	10.80
Ewo Cottons ..	\$18 1/2	4.55	9 1/2	7.10
N. Engineering ..	\$11 1/2	94	188	101
Shanghai Docks ..	\$11 1/2			

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COMMERCE & FINANCE

SHARE MARKET.

Weekly Reports by
Brokers.

Hong Kong, Dec. 13.
Messrs. G. A. Harriman's Weekly Share Report and Market Review (Noon), December 13, 1930, says:—

Counteracting the setback in prices a week ago, the market at the close appears to have been struck by a general buying wave and after a further slight setback in prices on Monday and Tuesday, the market has reacted with prices marked up in almost every stock, but most strength is noticeable in our better class securities, such as Banks, Lands, Ferries, Wharves, Unions, Electric, Cantons, Hong Kong Fires, etc., which have risen quite substantially during the week under review. Although the buying wave is a perfectly genuine one, it is of course greatly influenced by the drop in exchange and cheaper money, and as long as exchange is on the downward trend there is still room for further appreciation, however prices in some instances are becoming slightly inflated chiefly owing to this influence and it would be advisable for clients to take special care in the selection of their securities, as any sudden reversal in the exchange position might cause a reaction in some of our sterling counters.

As we go to press, the firmness in the market continues, and the outlook for the future is bright. Banks—Hong Kong & Shanghai Banks again showed a further advance to a buying rate of \$1,720, shares having changed hands as high as \$1,740. Bank of East Asia were again in fair demand at \$118, but sellers were very scarce.

Insurances.—Canton Insurances were firmer and were enquired for at \$1,230. Hong Kong Fires were also slightly firmer at \$1,215. Union Insurances were wanted at \$512, after business done at \$515. China Underwriters were weaker and were on offer at \$3.10. China Fires were asked for at \$400.

Shipping.—Douglases eased somewhat and were offering freely at \$28 1/2. Steamships were quiet with no business to record. Union Waterboats were featureless and were on sale at \$39 at the close. Star Ferries showed much activity and were in demand at \$93 1/2, after sales at \$93.

Mining.—Owing to the drop in exchange Raubs again showed a great improvement. A fair business was done at \$31 1/2, but at the close there were buyers offering \$33.25.

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Tientsin
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IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and County Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

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Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT, Manager.

Hong Kong, 1st May, 1929.

DOCKS, WHARVES AND GODOWNS.

Hong Kong & Kowloon Wharves firm up again and large parcels of shares changed hands at \$169 1/2, and at the close there were further buyers at \$174. Hong Kong & Whampoa Docks had enquired at \$30.75. Providents were steady with buyers offering \$5 1/2 for old shares and \$2.55 for new.

Hotels and Real Estate.—Hong Kong & Shanghai Hotels fluctuated between \$10.75 and \$11.25, the market closing with buyers offering \$11.25. A fairly large volume of business was put through in Hong Kong Lands (Old) at rates varying between \$81 1/2 and \$83 1/2, and there were further buyers at \$83 1/2 for old shares and \$82 for new. Humphreys improved slightly, with business done at \$17.25/30. Hong Kong Realty were transacted at \$9.35/9.40, but the demand was still unsatisfied, and at the close more could be placed at the latter figure.

Cotton Mills.—Two Cottons were rather easy at the outset, shares changing hands at \$11.50/11.60, but at the close a slightly firmer undertone prevails with a number of enquiries at these rates.

Public Utilities.—Trams were sold down to \$17.75, but closed firm at this figure. Peak Trams, both old and new, again remained at nominal quotations, China Lights attracted very great attention and a very large number of shares changed hands at \$25.50/25.90 for old and \$25.15/25.30 for new. Hong Kong Electric were slightly firmer and were in demand at \$81 1/2. Telephones (partly paid) remained steady round \$23.

Miscellaneous.—Canton Icees were on offer at \$3.80. Cements fluctuated between \$17.65 and \$18.10, and were still enquired for at \$18 at the close. Hong Kong Ropes were firm at \$11.40. Dairy Farms (cumrights) were realised at \$27 1/2. Watsons receded to \$12.50 sellers. Sinceres were in strong demand at \$12.20.

Forward Settlement Days.—Dec. 23, 1930, Jan. 27, and Feb. 24, 1931.

CARROLL BROS.

Hong Kong, Dec. 12.

The period under review opened with a very weak market in the speculative section, and prices of the popular stocks, namely, China Lights, Cements and Hotels all registered a decline during the first few days of the week. As a result the market has been very active and a considerable turnover was done in China Lights and Cements, principally for forward delivery. A sudden and sharp advance, however, occurred towards the close, but in spite of this there do not appear to be many strong buyers, and it looks as if a reaction may again take place.

The investment section shows a slight advance all round in prices, and the demand for scrip has been well maintained.

Banks.—A fairly large business was done in Banks at \$1,710/1,730, and further small lots of shares are wanted at \$1,725.

Insurances.—Cantons and Hong Kong Fires have again improved, \$1,230 and \$1,225 being offered, respectively, but even these rates do not seem to induce sellers to part with holdings. Unions have also improved to a buying rate of \$512, after sales at \$508/515. At the close, shares are offering at \$515. China Underwriters were sold at \$3.25, but finished up weak with sellers at \$3.

Shipping.—Steamboats, Douglases and Waterboats are absolutely neglected at quotations. Star Ferries are wanted at \$93 1/2, after small sales at this rate.

Lands, Hotels & Buildings.—Hong Kong & Shanghai Hotels were sold, early in the week, at \$10.70/10.80, but closed firm to-day with buyers at \$11.25, and no shares available. A large number of Hong Kong Lands were taken off the market at \$82/84, for the old shares, and \$81/83 for new shares, and further shares are wanted at \$84 for the old, and \$83 for the new. A large number of

this stock was sold for forward delivery. Very little attention was paid to Realty, and only a small number of shares changed hands at \$9.30/9.40. Humphreys show an improvement, \$17.50 being paid. Further shares are available at this rate, but buyers will not now offer more than \$17.30.

Wharves, Docks & Godowns.—Hong Kong & Kowloon Wharves are strong, and some large parcels of scrip were taken off the market at \$169 1/2/174, with further buyers at the latter figure. Hong Kong & Whampoa Docks could probably be placed at \$31.

Mining.—Due to the drop in exchange, Raubs have improved to a buying quotation of \$38.

Cottons.—Cotton shares do not appear to be attracting much attention locally, and only a small business was recorded during the week at Taoh 11.50.

Miscellaneous.—China Lights have again been the medium of fairly heavy speculation, with large sales reported at \$25.50/26.00 for cash, and a corresponding big forward business. The market closed to-day with buyers at \$25.90, and sellers at \$26. Cements have also fluctuated quite a bit during the week, sales taking place at \$17.50/18.10. The closing quotation is \$17.90 sellers, with buyers waiting for cheap shares. Large parcels of shares were dealt in for forward delivery. Providents are wanted at \$5.30 for the old shares, and \$2.55 for the new. Hong Kong Electric are strong, and after sales at \$80 1/2/81 1/2, buyers are still in evidence at the latter rate. Hong Kong Trams were negotiated at \$17.75, and small lots are still wanted. Small lots of Dairy Farms are wanted at \$27.25. Hong Kong Ropes are steady, with buyers at \$11.40, after sales at \$11.40/11.50. Hong Kong Amusements were sold early in the week at \$20.75, but finished up strong with buyers at \$21.25. Constructions are available at \$3.80.

Exchange.—The T.T. rate on London is 1/1 1/4, and on Shanghai 77 1/2.

Forward Settlements.—23rd December, 1930, 27th January and 24th February, 1931.

EMPRESS OF CANADA.

The local office of the C.P.R. have received cable advices to the effect that the Empress of Canada arrived Yokohama on Friday being one day behind schedule.

This steamer is due to reach Hong Kong at 8 a.m. on the morning of December 18, and it is intended to have her sail at midnight on December 18 for Manila.

STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Canada arrived at Yokohama on December 12 (Fri.) at 8.30 a.m., left Yokohama on December 12 (Fri.) at noon, and is due at Hong Kong on December 18 (Thurs.), a.m. She leaves Hong Kong for Manila on December 18 (Thurs.) at midnight.

The C.P.S. R.M.S. Empress of Russia left Vancouver for Hong Kong, via Japan ports and Shanghai, on December 6, and is due here on December 29 (Monday). She will sail for Manila at 5 p.m. on December 30 (Tuesday).

The C.P.S. R.M.S. Empress of Asia arrived at Shanghai on December 12 (Fri.) at 4 p.m., left Shanghai yesterday (Sat.) at 5.30 p.m., and is due at Nagsasaki to-day (Sun.) at 5 p.m. She leaves Nagsasaki to-morrow (Mon.) at 5 a.m.

LAST WEEK'S SOLUTION.

ABETTED
PRISONER
RAID
SHIELD
TOE
INSECT
LINENS
IMPAIR
SEASIDE
SEL
NOTES
RAIN
BAREHEADS
OCCURRENCE
ELEMENT

BRINGING UP FATHER.



POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From SUNDAY, DECEMBER 14. For TUESDAY, DECEMBER 16.
Amoy and Dairen Tsimanock
Shanghai and Swatow King Yuan.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Nov. 21 & Europe via London, Nov. 24) President Grant
Australia and Manila Changie
Calcutta and Straits Kut Sang
Straits Perim
Amoy and Swatow Van Houtz.
Japan Tjipanas.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Nov. 20) Shinyo Maru
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., Nov. 27) Empress of Canada
FRIDAY, DECEMBER 19.
Europe via Suez (Letters and Papers, London, Nov. 20, and Parcels, Nov. 13) Kashmir

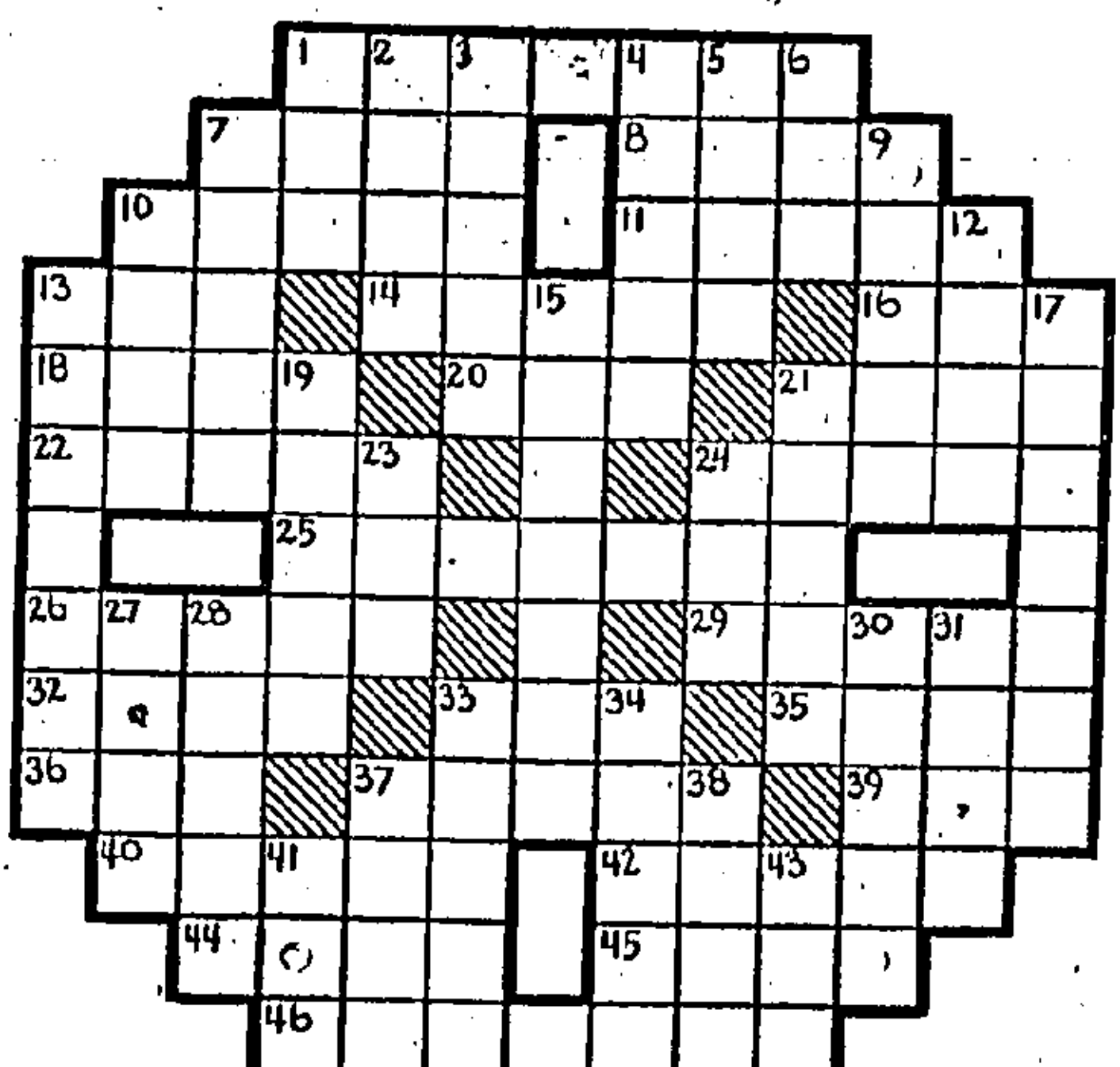
OUTWARD MAILS

For SUNDAY, DECEMBER 14. For TUESDAY, DECEMBER 16.
Rabaul Bremerhaven 8.30 p.m.
Bangkok via Swatow Knying 8.30 a.m.
Saigon Helikon 9 a.m.
Swatow, Amoy and Formosa Hozan Maru 9 a.m.
Amoy Anking 9 a.m.
Swatow TUESDAY, DECEMBER 16.
Straits and Calcutta Yuen Sang
Swatow, Amoy and Foochow Letters Dec. 16, Noon
Amoy Haiching 1 p.m.
Manila Tean 3.30 p.m.
Swatow President Grant 4.30 p.m.
Wai Shing 5 p.m.
Holhow, Pakhoi and Halphong WEDNESDAY, DECEMBER 17.
Amoy Limchow 8.30 a.m.
Straits Tai Yuan 3.30 p.m.
Holhow and Bangkok THURSDAY, DECEMBER 18.
Amoy Van Houtz 10.30 a.m.
Manila Kwelyang 10.30 a.m.
Kut Sang 5 p.m.
Empress of Canada 5 p.m.

*Superscribed correspondence only.

OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-Destroy
7-Bound
8-Accomplishes
10-Shell, carved in relief
11-Wandered from the truth
12-Weep
14-An unexpected pleasure
15-Of used with German family names of nobility
16-Wan
18-Asia (Latin)
21-Combining form
22-Memoranda
24-Island off Bute, Scotland
25-A kind of harp (pl.)
26-Gains
28-Large volumes
29-Peruse

HORIZONTAL (Cont.)
33-New South Wales (abbr.)
35-The hub of a wheel
36-Turf
37-Pale
38-Meridian (abbr.)
40-A river of W. Africa
42-Condensed
44-River of N. France
45-Covered with blood
46-Beginning to develop

VERTICAL
1-Design
2-A vegetable
3-Scents
4-Conceptual
5-Classify
6-Prison
7-Place of furniture
8-Cleave
10-Carpet
12-Feminine name
13-An insect (pl.)
15-Gentlest

VERTICAL (Cont.)
17-Continued omission
18-To correct
21-Malicious burning of a building
23-Code distress signal
24-Insect
27-Classic form of "son"
28-Wireless
30-A colored nurse (Southern U. S.)
31-Adam's wife (pos. case)
32-The nostrils
33-A V-shaped place, as for splitting
37-High, broad and flat table-land
38-Shortly
41-Machine for separating cotton from the seed
43-A worthless leaving

HONG KONG, CANTON AND MACAO STEAMERS

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD. & THE CHINA NAVIGATION CO., LTD.

HONG KONG—CANTON LINE.

Sailings from Hong Kong: Daily, at 8 a.m. & 10 p.m. (Sundays 10.00 p.m. only)
Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

HONG KONG—MACAO LINE.

Sailings from Hong Kong: Daily at 8 a.m. & 2 p.m. (Sundays Excepted.)
Sailings from Macao: Daily at 8 a.m. & 2 p.m. (Sundays Excepted.)

SPECIAL SALOON FARES.
WEEK DAYS.—Single \$3.00; Return, \$5.00.
SUNDAY and EXCURSIONS.—Single: \$2.50; Return: \$4.00.

EXCURSION TO MACAO.

SUNDAY, 14th December.

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

NOTE.—All Steamboat Company's vessels are fitted with wireless.

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Peninsula Hotel Arcade

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CURIOS
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EMBROIDERIES
RINGS

Shave without
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irritated skin



shave with

Barbasol

NO BRUSH—NO LATHER—NO RUB-IN

MERELY wet the face in hot or cold water—spread creamy Barbasol over your wet beard and shave.

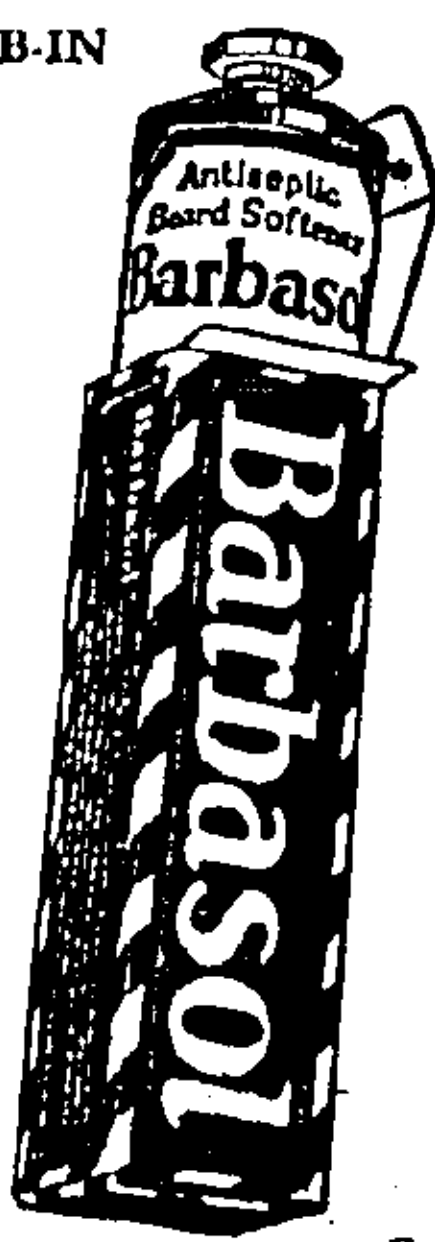
Barbasol not only softens the beard but holds each hair erect for a smooth, clean razor stroke, no razor "pull."

In addition, Barbasol softens the beard without removing the natural oils which are necessary to keep your skin in perfect condition.

Try this modern shave—you will regret your not meeting Barbasol before.

Distributed by
MULLER, MACLEAN & CO., INC.

The Modern Shave



LADIES!

Save Expenses! Like New

HAVE YOUR

DRESSES DRY
CLEANED NOW

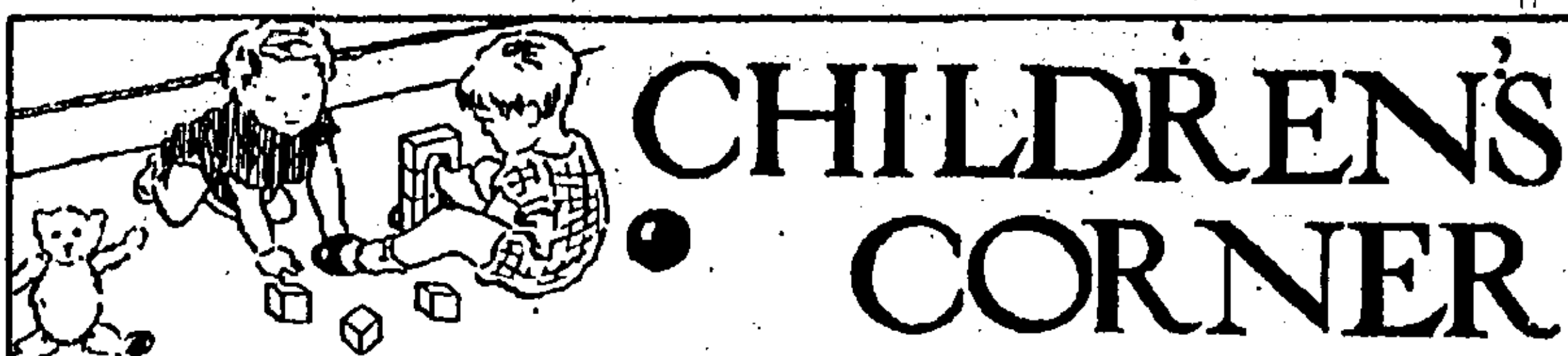
AND MADE TO LOOK LIKE NEW.

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AND WILL GIVE YOU EVERY
SATISFACTION.

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Hong Kong. Happy Valley. Hong Kong.
36, Nathan Road, Kowloon.



CHILDREN'S CORNER

FINANCES OF GODS.

This is the story told by Gobind, the priest, to the little child who brought him tobacco and marigolds. Shiv and his wife Parbati were walking in the temple garden when they saw a poor mendicant who had worshipped the gods for 40 years. Parbati asked why should he not be rewarded for his long devotion. Shiv called to his son Ganesh, of the elephant head, who answered: "In three days, if it be thy will, he shall have a lakh of rupees."

Now a money-lender was in the garden, and because he was covetous, desired the money. So he went to the mendicant and said, "If you pledge all your earnings for three days to me, I will give you five rupees."

The wife was suspicious, though, and would not let the man sell even for three days. The money-lender offered more and more money, till at last the mendicant signed the bond for half a lakh of rupees—and the money was paid in silver.

The money-lender then went to the temple to hear, if he could, when the mendicant would receive the lakh from the gods. But a crack opened in the pavement and caught him by the foot.

Then Ganesh answered Shiv: "Father, one half of the money has been paid—and the debtor for the other half I hold here fast by the foot."

SCHOOLBOY HOWLERS.

The opposite of evergreen is nevergreen.

Chicago is at the bottom of Lake Michigan.

The population of London is a bit too thick.

When holes are added to holes the holes are holes.

To take the King's shilling is to take the dole.

A witch is a woman who has to earn her own living, and has no husband or anything.

R.I.P. means Return Immediately Please.

A "dry cell" is one in which a prisoner is given no water with his dry bread."

OLD RHYMES MADE NEW.

Dickory, dickory dock,
A mouse ran up the clock,
For he knew they'd hide Sunbeams
comic inside,
That's the tale of the mouse and
the clock.

I had a little pony, of course you
know the rhyme,
I'd like to tell you more of this,
but really haven't time;
I'd rather sing of Sunbeams, that
comes in papers neat,
It brings such extra happiness,
And makes our joy complete.

THE SLAYER OF NAG.

The blue sky was shot vividly with brilliant red mauve, then the golden sun sank behind the gilded clouds and night began quickly to gather.

On the verandah of the bungalow, which was situated on the edge of the Indian jungle, stood a curly-haired British lad.

He gazed dreamily at the splendour of an Indian sunset, and, as the last colour faded, he turned to enter the bungalow. As he did so a fierce hiss broke the tranquillity of the evening, and, looking down, he saw a great cobra swaying fantastically about 25 yards away from him.

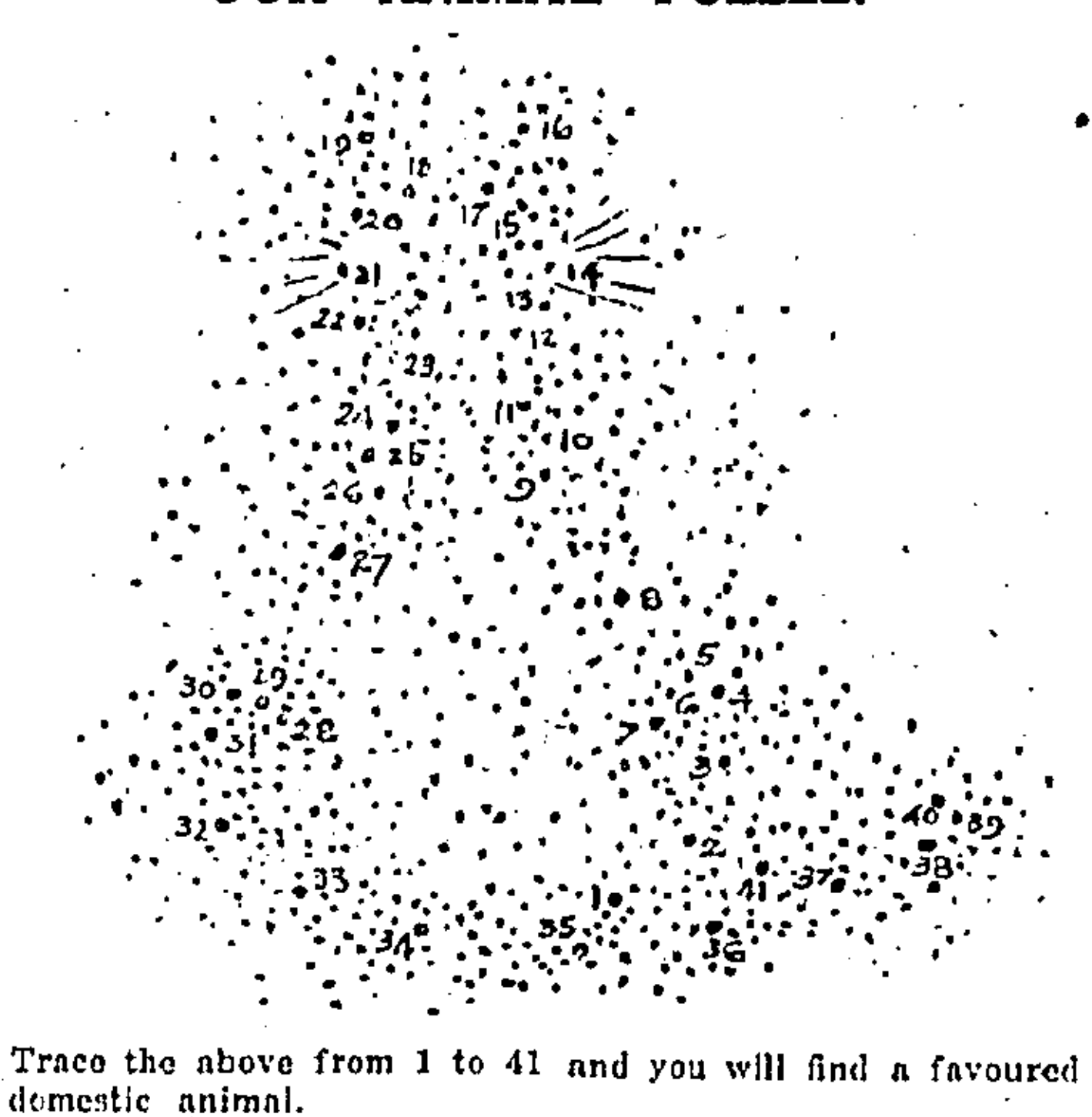
Just as the deadly thing prepared to spring on his defenceless prey, a lithe figure sprang through the air and landed on Nag's back.

It was Rikki, the little mongoose. He sprang deftly, and having landed on the serpent's back, he bit deeply into the flesh. With a cry of fear and anger, Nag turned, hissing and spitting, on the little mongoose.

HAVE YOU JOINED THE TINKER'S BELL CLUB?

SEE SATURDAY'S
CHINA MAIL.

OUR ANIMAL PUZZLE.



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2 sturdy babies



Happy little fellows—full of energy that will make them big fine men. One was fed by his mother—the other on Glaxo. If you cannot feed, baby yourself, give him Glaxo which is as easily digested as his mother's milk. Glaxo contains a definite quantity of the vital vitamin D which ensures that baby will have firm flesh, strong bones and sound teeth.

Glaxo

with added vitamin D.

"Builds Bonnie Babies"

THE GLAXO BABY BOOK
It tells for a free copy and for a sample to the local agent,
W. G. Loxley & Co.,
There is also a special book for Mothers-to-be.

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Estimates on Application



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FOR HIS

CHRISTMAS

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No other gift will be so sure of appreciation as that bearing the Powell Label. Our present selection comprises the most up-to-date West End Styles.

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Smoking Jackets,
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These are distinctive
in Cut and Style.

PULLOVERS, SWEATERS, AND WAISTCOATS.

We strongly feature,
these are to be found
for Day Wear, Golf,
Cricket, Tennis, Yacht-
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THIS YEAR

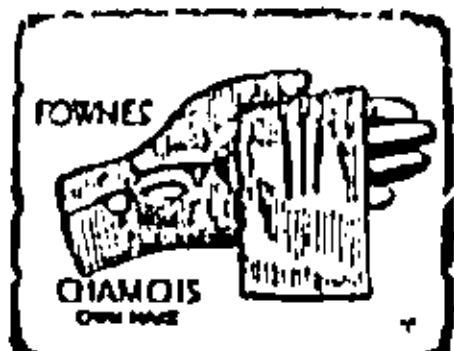
HE'LL WELCOME A TIE

purchased from Powell's. We
hold probably the largest range
of colouring and designs ever
displayed—a present that is
sure to be appreciated.



SCARVES AND GLOVES

With the approaching cold
nights and mornings these are
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Wardrobe. They are being
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SHIRTS AND PYJAMAS

That are as carefully Cut and
Tailored as his suit. Shirts
with two collars to match, that
are fadeless, and will give
every Satisfaction in wear.



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Ties with Handkerchiefs to match, Socks, Golf Hose,
Garters, Slippers, Travelling Rugs, Dressing Cases,
Attache and Suit Cases, Tie and Trouser Presses,
Handkerchiefs, Walking Sticks and Umbrellas, Money
and Key Purses, Pocket Wallets, etc.

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The Gentlemen's House.
10, ICE HOUSE STREET.

SCOTSMEN LOSE SENIOR SHIELD MATCH

WELSH VICTORY

CHINESE ATHLETIC SERVE UP A
SURPRISE PACKET.

NAVY TROUNCE R.A.

The South Wales Borderers proved too good for the Argylls at Sookunpoo and dismissed the Scotsmen from the Senior Shield by three goals to one. Although showing improved form of late, the Police failed to score on the Railway ground, Kowloon scoring the only goal of the match.

In the Junior Shield, the S.W. Borderers and the Navy both won, as expected, but the R.A. failed to hold the nimble College team. The biggest surprise of the day was served up at the Stadium, where Chinese Athletic overcame the hitherto unbeaten South China team by two clear goals.

The Navy scored another runaway victory, the R.A. being their victims to the tune of seven goals to one.

The Recreation made a welcome return to form and took two points from St. Joseph's.

The only unexpected result in the junior division was the Borderers' narrow win over the R.E.

Senior Shield.

BORDERERS V. ARGYLL'S.

Promptly at four o'clock Mr. W. E. Hollands, in the presence of the G.O.C. Troops in China, Major General J. W. S. Sandilands, C.B., C.M.G., D.S.O., and a great crowd of supporters of both teams, lined up the two Service eleven at Sookunpoo. The Argyll's won the toss and defended the Hockey pitch end, giving their opponents the benefit of a slight breeze.

From the commencement the Argyll's went down and Campbell's powerful drive from an acute angle hit the side of the net. The Borderers returned the attack and some good football was witnessed. The advantage was with neither side, both attacking and defending in turn. On ball control and groundwork the Borderers were slightly the superior, Hyman being outstanding in their defence. The Borderers went near, when from a centre by Mason, Davis narrowly missed.

A Great Clearance.
Hunter made a great clearance when hard pressed by Channing's and Davis, following on Hyman's long shot. Hyman sent the Argyll's away and Wyllie's shot was put past for a corner, which, however, proved fruitless. Yeoman slipped the ball to Campbell for that player to centre, the ball going right past the goalmouth with no one to intercept it. Both teams were all out, and the ball travelled from one end to the other, each side striving hard for the first goal. Harris cut in but his shot was safely taken by Hunter. On the other wing Mason sent behind with all forwards up and waiting. Play returned and a brilliant solo effort by McKenna, who, from Hayes' through-pass, beat three men, and saw his hard shot just flash past the post, deserved a better fate. Wyllie was robbed when well placed and Hughes put the ball to far ahead to get his shot in. A corner for the Argyll's was put past by Christie. The Borderers got moving and Hyman tried out a long shot which went over. Half time arrived with the score sheet blank.

Argyll's in Trim.
From the resumption the Borderers went down very closely with a hot shot from Davis, which Hunter did well to hold and clear. From the clearance the Argyll's went through with machine like precision but McKenna put the ball wide. Good work by the Argyll's half line held the Borderers' forwards in check for a time, but breaking away, Davis scored the first point from a scramble in front of goal. The Argyll's, spurred on by this setback, surged toward their opponents' goal, but Johnson took Wyllie's shot in great style.

The Borderers now took the upper hand and proceeded to display some first class forward work but were rather weak in finishing. There appeared to be no holding them, and from Mason's centre, Harris, standing unmarked, beat Hunter with a "rasper". The Argyll's fought hard but were very disoriented, many promising movements being spoiled by slowness on the part of their inside men.

Campbell Scores.
The Argyll's forced three corners in quick succession, but all were to no avail. Hughes put a fast one over the top and Hyman sent his centre away, but Channing's shot was saved. Hughes, at outside left, having changed with Campbell, ran down and his centre was mislaid by McKenna, who, with no one but the goalkeeper to beat, and only four yards out, put into Johnson's hands. He followed his shot up, however, and caused Johnson to drop the ball; Campbell, running in, drove it into the net.

Even this heartener did not put much life into the Argylls; they still lacked the extra touch and finish which was being displayed so confidently by the Borderers. Wyllie, usually a dangerous man, was a spent force. Hayes, at centre half worked like a Trojan to get his forwards cracking, but they could do nothing. The Borderers' snappy forwards got mobile and went through the Argyll's defence in a workmanlike manner for the outside left's centre to take a shot at Hunter by Harris, the ball, after being apparently held by the goalie, entering the net. The game belonged to the Borderers from now on, the Argyll's attempts being firmly dealt with by Hyman and his halves. A good, interesting game ended with the Borderers passing into the next round of the Shield by three goals to one. It was a well-merited victory and the Borderers' forwards showed themselves to be a force to be reckoned with.

Result:—
Borderers 3
Argyll's 1

KOWLOON V. POLICE.

This match resulted in a win by a narrow margin for Kowloon, their forwards being better opportunists than their opponents. The Police won the toss and elected to kick towards the Club House. Kowloon had the advantage of a slight breeze and immediately opened up the attack but Oram intercepted a nice forward movement and cleared well. Ianson then attempted but kicked over. Continuing the attack, Ianson again attempted but was forced to kick behind.

The Police took up the running and Fraser made an effort but he also kicked out. Play was transferred immediately and Gillott had hard lines, kicking into the side of the net. Ianson again attempted and tested Clarke, who had much difficulty in saving at the expense of a corner. The Police then ran down but Brown shot weakly at Angus.

Continuing the attack, the Police forced a corner on the right but Downman cleared well. Kowloon went away on the left and Ianson made a good individual effort which terminated in Grimwood shooting over.

End to End Play.
Following a period of end to end play Kowloon forced a fruitless corner on the right. Gillott again attempted and narrowly missed the upright. Play was transferred and the Police were awarded a free kick for hands just outside the area. Oram placed well into the goal mouth but Pile cleared well from a crowd of players. Clarke then came into prominence saving well from Simpson at the expense of a corner. The half time whistle blew with Kowloon attacking.

Resuming, Kowloon attacked and Perkins was responsible for spoiling a good movement on the left. Continuing to press, Kowloon forced a corner on the left but Hadley kicked out. Play was transferred and McKelvie kicked out when a goal looked almost certain. The Police were then awarded a penalty for hands and Angus made a great save. Oram shooting straight into his arms. Kowloon then went away and Clarke had to run out to save from Simpson. They forced a corner on the left but the resultant flag kick was cleared by Shepherd.

Clarke was again called upon and did so to the amusement of the spectators. A minute later a pretty forward movement terminated in Grimwood heading in to score the only goal of the match.

Continuing the attack Kowloon were awarded a penalty but the whistle blew for off-side just as the kick was taken. The Police then made an attempt and Downman cleared well and almost immediately Angus had to run out to save from Fraser. Clarke saved well from both Simpson and Gillott and a minute later from McKelvie. The Police then went through but Pile kicked out. The final whistle blew on a fast and interesting game, Kowloon deserving their victory.

RESULTS AT A GLANCE.

Senior Shield—1st Round.	
S.W. Borderers 3 Argylls 1	
Kowloon 1 Police 0	
Junior Shield—1st Round.	
S.W. Borderers 1 Police 0	
Argylls 1 St. Joseph's 0	
R.A. 1 Navy 2	
League—Division I.	
Athletic 2 South China 0	
R.A. 1 Navy 7	
Recreation 1 St. Joseph's 0	
League—Division II.	
Club 1 Athletic 0	
South China 2 Recreation 0	
University 0 Kowloon 3	
League—Division III.	
R.A.O.C. 1 R.E. 0	
S.W. Borderers 1 R.E. 0	
South China 4 Fokien 1	
Ewo 0 R.A.F. 0	

GOAL SCORERS.

Senior Shield.	
Harris (S.W.B.) 2	
Recreation (S.W.B.) 1	
Campbell (Argylls) 1	
Grimwood (Kowloon) 1	
Junior Shield.	
Nelson (S.W.B.) 1	
Mathias (S.W.B.) 1	
James (S.W.B.) 1	
Pallister (S.W.B.) 1	
Nash (Navy) 1	
Spanswick (Navy) 1	
Argyll (Argylls) 1	
Tryce (R.A.) 1	
Leonard (St. Joseph's) 1	
Souza (St. Joseph's) 1	
Division I.	
Farrow (Navy) 2	
Peacock (Navy) 2	
Redgate (Navy) 1	
Magee (Navy) 1	
Pease (Navy) 1	
Salt (R.A.) 1	
Ward (Recreation) 1	
Suen Kam-shun (Athletic) 1	
Ho Ka-keung (Athletic) 1	
Division II.	
Spurey (Kowloon) 2	
Reed (Owen goal) (Kowloon) 1	
Bell (Club) 1	
Woo Yung-tung (S. China) 1	
Chun Fat-lam (S. China) 1	
Division III.	
Wong Tim-chol (Owen goal) 2	
Yu Kam-ping (South China) 2	
Yung Shiu-yick (S. China) 1	
Kam Cheung-keen (Penalty) 1	
Fukien (Fukien) 1	
Morgan (S.W.B.) 1	

LEAGUE TABLES TO DATE.

Division I.	P.	W.	L.	D.	F.	A.	Pts.
South China	9	8	1	0	29	9	16
Athletic	7	6	1	0	19	8	12
S.W. Bdr.	9	6	3	0	25	11	12
Argylls	9	6	3	0	23	13	12
Recreation	7	4	2	1	13	11	9
Navy	7	4	3	0	25	15	8
Kowloon	6	2	2	2	13	12	6
St. Joseph's	7	2	5	0	10	24	4
Police	9	1	7	1	11	20	3
R.A.	9	1	7	1	11	24	3
Club	9	1	7	1	6	25	3
Division II.	P.	W.	L.	D.	F.	A.	Pts.
South China	9	8	1	0	29	9	16
Navy	10	7	3	0	30	14	14
Eastern	8	6	1	1	10	9	13
Club	10	4	4	2	10	13	10
St. Joseph's	9	4	4	1	21	13	9
University	8	4	3	1	13	9	9
Argylls	7	2	2	3	17	14	8
Athletic	8	3	3	2	8	10	8
Kowloon	10	3	5	2	12	26	8
South China	9	2	6	1	8	24	5
Recreation	9	0	6	3	4	24	3
R.A.	7	1	6	0	10	18	2
Division III.	P.	W.	L.	D.	F.	A.	Pts.
S.W. Bdr.	9	6	2	1	27	14	13
South China	8	4	1	3	10	8	11
Ewo	7	1	2	4	10	9	10
Fukien	9	4	3	2	28	19	10
R.A.O.C.	6	3	1	2	24	10	7
R.E.	7	3	3	1	14	15	7
Athletic	5	1	2	2	7	12	4
R.A.F.	7	1	6	0	9	18	2
R.A.S.C.	7	0	7	0	12	30	0

ST. JOSEPH'S V. ARTILLERY.

Played at Chatham Road. Play was very uninteresting, a high wind marring good football. From the kick-off, St. Joseph's with the advantage of the wind, kept the play in the Gunner's half. From a corner kick, Leonard headed in, Whitehead being unsighted. The Gunners retaliated and Fredericks came near with a fast, oblique shot.

On the resumption, in spite of their advantage of the wind, the Gunners play was more even but lacked shooting powers. A surprise breakaway resulted in Souza increasing the lead, which was quickly reduced, when, from a scramble round the St. Joseph's goal, Tryce netted.

League Division I.

ATHLETIC V. SOUTH CHINA.

Before an extra large attendance this game was fought out between two keen teams. It was to all appearances a goalless game, till Suen scored a characteristic goal, and sealed their opponents' fate, also bringing about their first

half time, no further addition to the score being made.

Two Casualties.

On resuming, the Police took up the offensive and went near through Johnson and Minty. The Borderers cleared and went down but Taylor proved a great stumbling block, clearing well time after time. At this period Carruthers sustained an injury to his knee and left the field. The ball was put into the air too much for either side to gain much ground and play was of a poor standard. However, James broke away to add the Borderers' third goal with a smart low drive.

The stalwart of the Police defence, Taylor, left the field, having been hit hard in the face with the ball, which caused damage to his eye, as he was wearing glasses at the time. The Police now concentrated on the defensive but from a centre by Marshallfield, Pallister scored the soldier's fourth and final goal.

ARGYLL'S V. NAVY.

The Soldiers kicked off and the Navy immediately attacked on the left, but Kirby kicked out. Off-side then robbed the Navy of a good opening. Play was practically confined to the left, the wind blowing across the field. The Soldiers went away and Reid ran through and drew Aitkin from his goal, shooting in, but Carter cleared, heading out from the goal-mouth. The Soldiers continued to press and Aitkin had to throw out when hard pressed. Stewart effected a good save from Morgan, a minute later stopping another hard shot from Kirby. Following a period of end to end play, Reid went through with only Aitkin to beat but shot across the goal-mouth. The half time whistle blew with the ball in mid-field.

Salvors Attack.
Resuming, the Navy attacked on the left and Stewart saved well from Nash. Play transferred and the Soldiers missed several openings shooting weakly in front of goal. Following a period of end to end play Nash went through and opened up the scoring with a hard drive, giving Stewart no chance. Play was transferred and the Soldiers again spoiled their chances, and their inability to take advantage in the goal area was considerably noticeable. Ballintyne put in a good shot on one occasion but Aitkin saved well.

The Navy had a period of attack and Stewart was called upon to save from Kirby. The Soldiers forced their way through and drew level through Bird. Continuing to press Bird missed an almost certain goal by kicking out when well placed.

Extra time was then called for and after five minutes had elapsed, Spanswick put the Navy in the lead. Changing over, the Soldiers attempted and made every effort to equalise but their attempts were of no avail.

ST. JOSEPH'S V. ARTILLERY.

Played at Chatham Road. Play was very uninteresting, a high wind marring good football. From the kick-off, St. Joseph's with the advantage of the wind, kept the play in the Gunner's half. From a corner kick, Leonard headed in, Whitehead being unsighted. The Gunners retaliated and Fredericks came near with a fast, oblique shot.

On the resumption, in spite of their advantage of the wind, the Gunners play was more even but lacked shooting powers. A surprise breakaway resulted in Souza increasing the lead, which was quickly reduced, when, from a scramble round the St. Joseph's goal, Tryce netted.

League Division I.
ATHLETIC V. SOUTH CHINA.
Before an extra large attendance this game was fought out between two keen teams. It was to all appearances a goalless game, till Suen scored a characteristic goal, and sealed their opponents' fate, also bringing about their first

defeat this season. South China won the toss and decided to take advantage of a strong wind blowing towards the town.

The first half was a battle between the Athletic defence and South China's forwards, while the Chinese Athletic forwards made spasmodic raids. Neither custodian was called upon to any great extent. The Athletic set the pace and made headway on the left, where Lau Mau, when tackled, allowed the ball to go over the line for a corner. The resultant flag kick was easily cleared and South China continued to press.

Player Injured.

During this attack Tam Kong-pak, in attempting to head a low centre from the right, was kicked on the head and had to be carried off but returned after treatment. South China did all the attacking but failed to get within shooting distance but on one occasion Wong Mei-shun took a long drive which Chan Shek-pui just managed to tip over the bar. Wong Mei-shun was again prominent and put over a good centre from the right which was cleared with difficulty.

The Athletic then attacked and Suen Kam-shun was unfortunate in having his finishing shot charged down. Mid-field play ensued till the Athletic made a movement on the right and forced two fruitless corners.

Half time came with the Athletic attacking.

Half-time result:—

Athletic 0

South China 0

Score for Athletic.

Resuming, South China attacked and Chan Shek-pui saved well from Chan Mei-on. With the wind now in their favour, the Athletic took up the running and a promising movement on the right terminated in off-side. Play transferred and great consternation was caused when Wong Mei-shun sent in a hard rising shot which hit the crossbar and rebounded into the air. Chan Shek-pui caught the ball but was immediately tackled by three opponents and the Referee had to use his authority and caution. Play transferred and the movement started on the Athletic right.

Li Wai-keung receiving from Mak Kwok-tung slipped the ball across to Suen, who sent in a hard shot, giving Pau Ka-ping no chance.

The Athletic continued to press and Ho Ka-keung sent away the ball on the right and went through a crowd of players, to score two minutes before the final whistle sounded. The Athletic were still attacking when the final whistle sounded.

Result:—

Athletic 2

South China 0

Mr. Baldwin lined up the following players:—

Athletic:—Chan Shek-pui; Leung Yui-tong; Lai Yui-tai; Ho Choy-ling; Wong Sui-wa; Lam Yui-ying; Ma Kwok-tung; Ho Ka-keung; Li Wai-keung; Suen Kam-shun and Li Hung-ching.

South China:—Pau Ka-ping; Li Tin-sung; Lau Mau; Leung Yin-chai; Wong Mei-shun; Leung Wing-chiu; Chan Mei-on; Chu Kwok-tuen; Fung King-chung; Tam Kong-pak and Ip Pak-wa.

ROYAL ARTILLERY V. R.N.

Played at Caroline Hill. The Navy had no difficulty in overcoming the weak Artillery team and won by a comfortable margin of seven goals to one.

At the opening the Navy took up the attack and opened their account through Farrow. A minute later the Navy broke through again and, after Joynson had saved, from Redgate, the latter again gained possession and beat Joynson from short range. The Navy went straight away and registered their third goal through Peacock. The R.A. then made a brief visit to Navy territory and Clucas saved well when hard pressed by Allen by pushing the ball round the foot of the post.

Splendid Saves.

The Navy returned and continued their pressure and Farrow sent over a high dropping shot which Joynson cleared well. Later Redgate headed just over the crossbar. Joynson at this period was having a very busy time and made some splendid saves, one of which he held from Ward, and cleared to put his forwards away, but the ball was immediately returned and Joynson again saved well from Redgate. The Artillery got away and after Langmaid had headed out a certain goal, Salt Bent Clucas from close in.

Goalie Deceived.

Immediately on the resumption the Navy went away, and after Farrow's shot had rebounded from the post into play, Magee sent across a splendid shot which completely deceived Joynson and curled into the net. After this reverse, the Artillery defence had an anxious period, during which two corners were conceded, but no shots reached their mark. Skinner went near to scoring when he sent in an oblique shot, but the ball curled past the post, and a minute later Joynson

(Continued on Page 17.)

UNIVERSITY DEFEAT ROYAL NAVY

H.K.C.C. II WIN AGAIN

REMARKABLE COLLAPSE OF CRAIGENGOWER

ALL OUT FOR 38!

In the only Senior Division League match yesterday, the University, on their own ground, took the full three points from the Royal Navy. It was a comparatively low-scoring match, the keen fielding of the home team turning the scale in their favour.

In Division II, the Police, who have yet to win a match, lost rather easily to the Hong Kong C.C. The Royal Army Service Corps and the University II shared the spoils, the game being much in favour of the former team.

A feature of the Friendlies was the remarkable collapse (38 all out) of the Craigengower C.C. in their fixture with the Indian R.C.

League I.

UNIVERSITY WIN ON HOME GROUND.

SMART FIELDING.

At Pokfulam, the University defeated the Royal Navy by three wickets. Smart fielding on the part of the home team was largely responsible for the poor total of 73 runs compiled by the Navy, four batsmen run out. The University bowlers were but mediocre. A. T. Nomanbhoy returning the best analysis of 3 for 10, whilst A. Baker captured two wickets for seven runs apiece. A. B. Baker (21) and Pigott (15) were the only two players on the Navy side to get into double figures. With only 74 runs to knock off for a win, the University experienced many anxious moments, losing seven wickets before passing their opponents' total. Suleiman (22) was top-scorer, Anderson collected 29, and the eight wicket partnership between Yeoh (20) and Gan (13) won the match, both remaining undefeated. Jovitt and A. D. Baker secured three wickets each for 18 and 25 respectively.

Royal Navy.
Mid. Jovitt, b. A. Baker 0
Sub. Lt. Moseley, b. A. T. Nomanbhoy 1
Lt. Comdr. Handley, b. A. T. Nomanbhoy 4
Lt. Butler, b. A. Baker, b. A. T. Nomanbhoy 0
Surg. Lt. Davis, run out 3
A. B. Baker, b. A. Baker 21
Mne. Towner, run out 15
Pay. Lt. Comdr. Pigott, run out 0
Sub. Lt. Brown, run out 7
A. B. Pascoe, b. Chan Fook 0
Ldg. Sig. Putnam, not out 2
Extras 14

University.
D. J. N. Anderson, b. A. B. Baker 22
A. Rodriguez, b. Moseley 29
A. B. Suleiman, b. Pascoe 1
A. Baker, lb.w., b. Jovitt 1
F. A. Redmond, b. A. B. Baker 1
D. K. Samy, b. Jovitt 0
A. Chan Fook, b. A. B. Baker 4
A. T. Nomanbhoy, lb.w., b. Jovitt 20
G. E. Yeoh, not out 20
K. P. Gan, not out 13
Extras 1
Total (for 8 wks.) 100
A. S. A. Kyum did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Davis	4	0	10	0
Moseley	3	0	10	1
Jovitt	4	1	18	3
A. B. Baker	4	0	26	3
Putnam	2	0	8	0
Pascoe	3	0	6	1
Butler	2	0	6	0
Handley	1	0	6	0

League II.

HONG KONG C.C. BOWLERS IN FORM.

POLICE LOSE.

At Happy Valley, the Police R.C. lost to the Hong Kong C.C. 2nd XI by five wickets. The bowling of the visitors was of a high standard, Wright (6 for 22) doing the most damage. Post (28), Bookers (21) and Alexander (20) faced the attack with some confidence, but the others failed, the total reaching 106. The H.K.C.C. replied with 113 for eight wickets, thanks chiefly to a bright innings by Wild for 43. MacKenzie and Paterson scored 21 and 18. Alexander accounted for three wickets for 22 and A. D. G. Baker three for 20.

Police R.C.
Hunter, b. Chadwick 4
Loughlin, lb.w., b. Chadwick 2
Booker, c. Plummer, b. Wild 20
Alexander, b. Wright 28
Post, c. Reid, b. Wright 0
Williamson, lb.w., b. Wright 0
B. G. Baker, c. Paterson, b. Collins 4
Mendows, b. Wright 10
Thorpe, c. Reid, b. Wright 7
McMahon, c. MacKenzie, b. Wild 0
Wright, not out 6
Extras 0

Hong Kong C.C. II.
R. H. Wild, c. Thorpe, b. Alexander 43
R. S. W. Paterson, c. Booker, b. Alexander 18
P. W. J. Plummer, b. Booker 2
W. W. MacKenzie, b. B. G. Baker 21
J. R. Davies, b. B. G. Baker 11
C. A. Wright, c. B. G. Baker, b. Hunter 9
J. Chadwick, b. B. G. Baker 1
E. J. Collins, not out 3
Extras 1
Total (for 8 wks.) 113
A. C. I. Bowker and A. Reid did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Hunter	5	0	38	1
Baker	7	0	29	3
Booker	6	2	22	3
Alexander	6	2	22	3

R.A.S.C. SHARE POINTS WITH UNIVERSITY II.

IN UNLUCKY DRAW.

At Bookhampton, the Royal Army Service Corps drew with the University 2nd XI. The R.A.S.C. ran up the respectable total of 100 for nine wickets, declared, but failed to dismiss their visitors in time for a victory. Fry and Cadman played enterprising cricket to knock up 54 not out and 40 respectively. "Extras" got 26 and Pamplin 10. Pamplin followed up his batting performance by taking four wickets for 14. Silva batted in correct style for 32, Leong collected 24, and Yanyany and Choa kept their wickets intact for a draw.

R.A.S.C.
Maj. Langmaid, run out 0
L/Cpl. Cadman, b. Silva 40
L/Cpl. Reynolds, b. James 4
Maj. Fry, b. Silva 54
W. G. Pamplin, b. James 10
Dr. Cole, b. James 8
Sgt. Osborne, b. James 8
Dr. Jones, b. Silva 3
L/Cpl. Simpson, b. Silva 0
L/Cpl. Lorkin, not out 20
Extras 26

University II.
G. S. Scully, b. Reynolds 8
P. N. da Silva, b. Pamplin 32
K. T. Loke, c. Fry, b. Simpson 14
A. A. Aziz, b. Pamplin 14
R. E. G. Leong, c. Fry, b. Pamplin 24
W. James, b. Fry 8
E. Gosano, b. Pamplin 0
F. S. Chen, b. Fry 0
M. Yanyany, not out 0
L. Choa, not out 10
Extras 10
Total (for 9 wks., dec.) 97

BOWLING ANALYSIS.
Fry 9 0 24 2
Simpson 9 0 22 2
Reynolds 4 1 8 1
Cole 3 0 12 0
Pamplin 6 9 14 4

The following were the most noteworthy batting and bowling feats accomplished in yesterday's matches:—

LEAGUE I.
Batting.
A. B. Suleiman (University) 29
Bowling.
A. T. Nomanbhoy (University) 3 for 19
A. B. Baker (Navy) 3 for 25

LEAGUE II.
Batting.
L/Cpl. Fry (R.A.S.C.) 54
R. H. Wild (H.K.C.C.) 43
L/Cpl. Cadman (R.A.S.C.) 40
Bowling.
C. F. Wright (H.K.C.C.) 5 for 22
W. G. Pamplin (R.A.S.C.) 4 for 14
Extras not out.

FRIENDLIES.
Batting.
J. W. Leonard (C.C.C. II) 68
A. E. Wood (C.C.C. II) 62
Bowling.
Sig. Williams (R.C.S.) 5 for 24
H. A. Alves (Recreio) 5 for 40
A. el Arculli (I.R.C.) 4 for 6
F. D. Pereira (I.R.C.) 4 for 11

LEAGUE TABLES.
League I.
I.R.C. 4 3 1 0 12 10
C.C.C. 1 1 0 0 3 3
University 2 1 0 1 6 3
H.K.C.C. 2 0 2 0 3 1
R.A. 1 0 0 1 3 0
C.C.C. 1 0 0 1 3 0
Navy 2 0 0 2 6 0
The Argylles have not yet commenced their League fixtures.

League II.
I.R.C. 0 0 0 0 18 18
H.K.C.C. 5 3 1 1 15 10
Recreio 3 2 0 1 9 6
K.C.C. 2 1 1 0 9 4
University 3 1 1 1 9 4
R.A.S.C. 5 1 1 3 15 4
C.C.C. 4 1 1 2 12 4
C.S.C.C. 1 1 0 0 3 3
Police 4 1 1 1 12 0
R.E. 1 0 0 1 3 0
R.C.S. 4 0 0 4 12 0

LEAGUE II. AVERAGES.
Batting Averages.
H. A. Barros (Recreio) 8 122 55 36.00
A. P. Gutierrez (Recreio) 8 107 53 36.56
A. R. Hajeo Esmal (I.R.C.) 6 154 80 1 30.80
C. F. Alexander (P.R.C.) 4 91 35 1 30.33
A. R. Sufiad (I.R.C.) 6 102 40 2 25.50
M. P. Madar (I.R.C.) 6 143 48 2 29.33
R. H. Wild (H.K.C.C.) 11 111 43 0 22.20
J. S. Achter (I.R.C.) 6 129 65 0 21.50
D. Mohammed (I.R.C.) 5 85 61 1 21.25
W. W. MacKenzie (H.K.C.C.) 4 83 40 0 20.75
The qualification for the above table is three innings and an average of over 20.

Bowling Averages.
H. Overy (K.C.C.) 12.3 4 18 6 3.00
F. M. el Arculli (I.R.C.) 52.3 22 33 24 3.57
M. R. Atkins (I.R.C.) 20 5 10 5 4.00
Sig. Williams (R.C.S.) 14 1 10 7 5.71
P. I. Tan (University) 15.2 5 47 8 5.57
R. H. Wild (H.K.C.C.) 3.5 2 24 4 6.00
H. A. Alves (Recreio) 30 6 83 12 6.51
R. Soutinho (C.C.C.) 22.5 5 38 13 7.33
A. P. Gutierrez (Recreio) 23.1 10 60 8 7.50
C. M. Souza (Recreio) 13 2 36 4 8.25
A. A. Aziz (University) 8 1 25 3 8.33
L/Cpl. Simpson (R.A.S.C.) 35.4 1 131 15 8.74
A. R. Sufiad (I.R.C.) 24.4 10 44 6 8.50
J. D. A. Hajeo Esmal (I.R.C.) 29.1 1 31 10 9.10
Sig. Williams (R.C.S.) 29 2 93 10 9.30
The qualification for the above table is two matches and an average under 10 runs per wicket.

Friendly Matches.

INDIAN R.C. OVERWHELM CRAIGENGOWER.

SPLENDID BOWLING.

On their own ground, the Indian R.C. defeated the Craigengower C.C. by nine wickets.

The Indian bowlers, in spite of a respite of two weeks, showed splendid form and dismissed the C.C.C. for the miserable score of 38 runs. Pegging away in his usual tireless manner, Pereira, the I.R.C. "demon" captured four wickets for 11 runs. A. el Arculli's mixed deliveries, however, proved even more destructive, his figures being 4 for 6 in 3.3 overs. A. R. Minu was not so prominent, but he got two "scalps" for 14 runs. The home team passed their opponents' total for the loss of only one wicket and went on to make 162, the principal scorers being S. A. Iamall (43), A. A. Rumjahn (23) and A. R. Sufiad (17). The Craigengower bowlers had an off-day.

Indian R.C.
W. Patterson, lb.w., b. A. R. Minu 1
H. F. L. c. Pereira, b. A. R. Minu 0
A. T. Lee, b. Pereira 3
A. B. Hanson, b. Pereira 11
N. B. Kitchell, b. Pereira 11
J. L. Youngs, c. A. A. Rumjahn, b. Pereira 4
F. Zimmer, c. S. A. Iamall, b. A. el Arculli 4
B. R. Irance, c. Nazarin, b. A. el Arculli 0
R. Lee, b. A. el Arculli 0
W. K. Way, b. A. el Arculli 3
W. A. Youngs, not out 0
Extras 5

Craigengower C.C.
W. Patterson, lb.w., b. A. R. Minu 1
H. F. L. c. Pereira, b. A. R. Minu 0
A. T. Lee, b. Pereira 3
A. B. Hanson, b. Pereira 11
N. B. Kitchell, b. Pereira 11
J. L. Youngs, c. A. A. Rumjahn, b. Pereira 4
F. Zimmer, c. S. A. Iamall, b. A. el Arculli 4
B. R. Irance, c. Nazarin, b. A. el Arculli 0
R. Lee, b. A. el Arculli 0
W. K. Way, b. A. el Arculli 3
W. A. Youngs, not out 0
Extras 5

BOWLING ANALYSIS.
Pereira 9 5 11 4
A. R. Minu 0 2 14 2
A. el Arculli 3.3 1 6 4
A. R. Sufiad 0 2 0 0

ANOTHER FINE SCORE BY F. J. DE ROME.

ARGYLLS LOSE.
At Happy Valley, the Civil Service C.C. defeated the Argyls and Sutherland Highlanders by seven wickets. Lt. Dewar-Durle (30) and Pte. Taylor (26 not out) gave the soldiers a good start, but a declaration had to be made at 114 for six wickets, due to rather slow scoring coupled with a belated commencement.

The C.C.C. opened none too pretentiously, but the prospects became brighter when F. Baker (32) and Barrow (27) got going. With de Rome as the succeeding batsmen, who was partnered by Kelly (15 not out), the home team won without further loss. The former, ever reliable, contributed 45 not out.

The bowling, on both sides, was weakish.

Argylls.
Lt. Dewar-Durle, lb.w., b. Kelly 30
Pte. Taylor, not out 26
Lt. Stocker, b. Ling 1
L/Cpl. Robson, c. Sayer, b. Evans 12
Capt. Morgan, c. Sayer, b. Evans 0
Pte. Morgan, b. Sayer 5
Cpl. Reid, c. and b. Sayer 19
Cpl. MacTavish, not out 14
Extras 14

Civil Service C.C.
B. D. Evans, b. Robson 3
F. Baker, b. Stocker 32
J. Barrow, c. Jack, b. Capt. Morgan 27
F. J. de Rome, not out 45
D. R. Kelly, not out 15
Extras 4
Total (for 3 wks.) 125
(Continued on Page 16.)

FOR THE FIRST TIME in Golfing History



The same player has won in the same year
ALL FOUR OF THE WORLD'S
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BARRISTER'S TRAVELS IN CHINA.

IN SEARCH OF EMPLOYMENT.

(By Charles William Slaughter.)

To present an adequate account of one's experiences and travels in the different places in China would certainly transcend the ordinary limits of this article.

It is to be hoped, however, that the following endeavour to give some account of the writer's peregrinations, some of which have been off the beaten track, may be of some interest to readers. The writer went to Shanghai from the Union of South Africa last May in the latter - a country people as a whole are not much interested in and know very little indeed about the affairs and doings in China. The practical experience, therefore, of the writer in the different parts and districts in South Africa has certainly been very enlightening as to the conditions and circumstances prevailing in China.

Shanghai is sometimes called the Paris of the Far East, but excepting some of the cabarets and other nocturnal amusements and life in the former city, there is not much to classify it in the same category as Paris or Brussels.

"London of the Orient." Shanghai would perhaps, be more correctly termed the "Liverpool" or on a smaller scale, the "London" of the Far East.

As the steamer proceeds up the Whampoa river crowded with all kinds of vessels flying the flags of different nationalities, one is reminded of the spectacle of the shipping in the river Thames. To walk along the spacious Bund, which is the business quarter generally of the International Settlement in Shanghai, and to note the palatial buildings constructed in the latest modern style, and also the wide thoroughfares and pavements and traffic, recalls to mind the picture of the Thames Embankment, London.

The writer has lived in many cities in different lands and until he went to Shanghai he considered Capetown in South Africa and Brussels in Belgium to be the noisiest cities that he has ever been in, but for the nerve racking noises of swarms of rickshas, coolies incessantly shouting, and of the continual loud fog-horn blasts emitted by the drivers of the large number of motor vehicles, Shanghai can certainly be placed at the head of the list of the world's cities.

The spectacle presented by the great stream of traffic and by the structural type of the many commercial buildings, Hanking Road, European shops in Nanking Road, Kiukiang Road, Hanking Road and Pekin Road, all of which thoroughfares are situated in the very heart of the busiest centres in Shanghai, carries one's mind back to some of the very busy streets in London, such as Fenchurch, Leadenhall and Gracechurch Streets in the "City".

Sassoon Arcade. The writer was much impressed with the Sassoon Arcade in Nanking Road where the palatial style of the extensive shop windows and frontages can be well matched with the leading shops in Bond Street and Regent Street, London and in the other parts of the West End of the British metropolis.

Soon after arrival in Shanghai, and walking through Honan Road where the shops are almost entirely Chinese, the writer suddenly heard the strains of a brass band playing martial airs as if from the band of a regiment of soldiers on the march.

Proceeding, however, farther along the same street, he noticed that the music emanated from a brass band of musicians who were located on the top balcony of a Chinese hosiery and outfitter establishment.

When the writer entered the shop and requested a Chinese shop assistant to show him some articles of wearing, the request was readily complied with and the price stated was reasonable, but all of a sudden the brass band recommenced to play, and on the big drum; another Chinese shop assistant appeared at the counter and raised the price of the article which the writer wished to purchase.

"Charming" Passers-By.

To have a band of brass instrument musicians playing from the top part of the Chinese shop establishments in Shanghai seems to be quite a common custom there, and no doubt it is intended to be a mode of advertisement and a way of so to speak "charming" the outside passers-by to enter the shop and purchase goods. A smile will doubtless be raised were the writer to ask the readers of this article who are familiar with the London shops to picture themselves visiting, for instance, Harrod's stores,

Whiteley's or Selfridge's palatial establishment in Oxford Street, W.C., and on entering any of those or of any similar places in London, being obliged to undergo the very trying ordeal of having their nerves and acoustic senses being severely strained, or any way tested, by the frequent, and loud blasts of a big trombone and large drum!

The Chinese have many good points in their character but they do seem to love making a noise on all sorts of occasions.

Always Out!

What, however, particularly perplexed and even amazed one at Shanghai, and much more than in any other city in which the writer has been, is that if one calls to see an important individual in a business establishment in the former city, it is a stroke of very good luck if the person with whom an interview is sought, is in his office, and it is not at all improbable that the gentleman referred to is out, nobody knowing when he will return to his office, or if he is ill or holiday-making, or again has gone off to keep a golf engagement. This is in marked contrast to the business man not only in London but also in the other cities in Britain who are generally most punctilious in respect of always being in their offices.

A French acquaintance in Shanghai referring to the people there recently informed the writer that "ils s'amusent bien toujours" and no doubt his opinion was correct. One, however, would add that ils s'amusent trop bien et trop souvent.

Shanghaianders, as they are called, seem to be quite les chevaliers de plaisir. There are a very large number of Europeans, particularly British, in Shanghai who can get no sort of employment there and their plight in many cases is abysmally pitiful.

"Abandon Hope."

Unless one can command very good business influence or introductions in Shanghai or is particularly fortunate there Dante's words "Abandon all hope ye who enter here" can be appropriately posted on large sign-boards located on the landing wharfs there.

If none of the readers of this article has ever witnessed the sight of swarms of Chinese—mostly young men—engaged in what seemed to be almost a free fight vociferously shouting in very excitable tones of voice, the writer would suggest a visit to the Gold Stock Exchange which is situated in Kiukiang Road, Shanghai.

On the occasion when the writer visited that extremely busy and well frequented quarter he saw countless Chinese, many of whom were dressed in their long gowns, who with outstretched hands were yelling at the top of their voices and were violently pushing against each other as if in a scrimmage with the result that not a few of them were carried off their feet, while in the mad rush or struggle other Chinese came to grips with each other in such a very unseemly or unceremonious way that some of the clerical Chinese officials were obliged to intervene and to attempt to "cool down" and pacify the excitable contestants—some of whom emerged from the fray with evidently badly damaged costumes and bruised limbs.

Very Much Required.

An establishment or institution in Shanghai where an ordinary traveller or let us say an ordinary wanderer could obtain a decent bed for one dollar or for even 50 cents per night is very much required indeed. And anybody who understands such matters and chooses to embark upon the undertaking of providing respectable bed accommodation in the city at a very moderate price would certainly not only gain a business profit but also do a splendid public good. The only places in Shanghai where the European traveller with very small means can obtain a bed at fifty cents and one dollar per night are two well known establishments, one of which is situated in the Broadway while the other place is located at some distance from the central part of the city. These two institutions are generally full up and unless one can afford to pay five dollars for a bed or to go to the much greater expense at an hotel he will certainly be in a very difficult position for a night's bed accommodation in Shanghai.

On a pouring rain night the writer, on recently arriving at the latter city from Tientsin and being unable to afford to pay, or any way being unwilling to pay, the exorbitant price for a night's bed

was in the very difficult circumstances obliged to obtain a rough shake-down, represented to be a bed, in a Chinese lodging-house situated in a very dark, narrow turning located in Seward Street, in Shanghai.

The space of the "bed-room" was about eight feet in length and six feet in width, there being no ventilation whatever. The bed consisted of a bare hard couch and the writer was engaged in or cabled like an article placed in a trunk. The house referred to was full of very boisterous noisy Russians who incessantly shouted and sang Russian songs which rendered sleep an impossibility.

"Beasts of Burden."

One of the dominant features of Shanghai which much attracted the writer's attention was the innumerable Chinese so to speak "beasts of burden" who were employed in the dragging of tremendously heavy loads in the roads there, the spectacle of which almost beggars description.

Standing at different points in the city the writer frequently witnessed very young Chinese boys and quite elderly and even old Chinese roped together and drawing large carts containing very heavy boxes and parcels.

The perspiration ran so very freely from their bare breasts and faces that they had continually to use a rag to wipe themselves. One could not fail to admire their wonderful physical energy and pertinacity which they demonstrated in doing such exceedingly laborious work which was almost beyond the limit of human physical endurance.

Herculean Strength.

One of the loads in a vehicle drawn by three Chinese youths consisted of over 400 large-sized heavy cardboard cases. On another occasion the writer, standing at the corner of Soochow Bridge which is situated in a very busy and central quarter in Shanghai, noticed that some very elderly Chinese coolies were having the very greatest difficulty in pulling a big wagon, which was heavily loaded with large planks of timber, up the slant of the road over the bridge. Their load seemed to be so formidable as to require almost super-human Herculean physical strength, and the writer could not and did not fail to lend some assistance to these human "beasts of burden" in enabling them to get the vehicle across the bridge mentioned, for which help the coolies profusely thanked him.

The ricksha traffic in Hong Kong is very much better regulated and controlled than it is either in Shanghai, Tientsin, or Peking, in each of which cities—and especially in the first-named city—the ricksha coolies seem to be addicted to gross imposition in respect of their charges for fares. What is worse still, coming as they mostly do from the rural districts in China, they have not the slightest idea as to the whereabouts of the districts and streets in the latter cities, the consequence being that the person who hires a ricksha is often taken in quite a different direction to that where he wants to go, and not infrequently is dragged, to pay the extra expense of the ricksha coolie returning from or leaving one district and of proceeding to the right place. The way in which one ricksha after another in Shanghai, Tientsin and Peking annoys or annoys European visitors is scandalous and a very firm hand is much required in order to stop a thundering nuisance. One might just as well make a complaint to a wax statue as to complain to a Chinese policeman on duty in the streets of the cities mentioned as he understands the Chinese language only and should anybody complain to him about the conduct of a ricksha coolie, the usual reply is a flourish of the policeman's hand—in front of his face.

Big, Small, and Dirty Money. Shanghai Tientsin and Peking can be appropriately termed the cities of what is known there as big money and small money, and one may add, of dirty money also.

Big money, let us say for instance, twenty cents, is the paper note for that amount while small money is the silver coin for the same sum, consequently if one desires to buy something which costs ten cents and tenders the silver ten cent piece he is paying small money and is obliged to pay extra coppers so as to make the monetary sum of ten cents big money or the current value of the ten cents paper money.

The Mexican dollar and all paper money is big money while the smaller silver coins are small money.

In the different places in the North of China it is necessary to exercise great care in the acceptance of paper money as the particular bank guaranteeing the payment of the sum stated on the note may suddenly be closed down. A very few days before the Manchurian army entered Peking and the Shanai army departed from Tientsin, the 5 Banks of Shanghai of luggage and commodities which

the result that the paper money, the cashing of which was guaranteed by those banks, became valueless and people in Tientsin who had many twenty and ten cent notes on the banks mentioned lost money, in some cases the loss amounting to several dollars.

No Uniform System.

Another difficulty is, that silver twenty cents and ten cents pieces which are current coin in, for instance, Tientsin, are not current money and will not be accepted by the people in Chefoo or in Tientsin, and again Shanghai money of any kind is not current in the two last mentioned places or in Tientsin or Peking. There is no uniform monetary system in middle and North China, the very large number of exceedingly dirty and so to speak ragged twenty and ten cent notes which are in circulation in Shanghai, Tientsin and Peking is appalling and would baffle any attempt to describe.

The printing on very many of the notes mentioned has become so blurred with dirt and on other such notes the inscription is so faint that it is often illegible and especially so after dark. The condition of the twenty and ten cent notes is not infrequently so very "ragged" that pieces of them are gummed together with bits of paper.

Shanghai being a very much larger city than either Tientsin or Peking, there are of course far more terribly dirty twenty and ten cent notes and counterfeit dollars in circulation than in the two latter places.

To avoid therefore making the mistake of giving a twenty cent note for a ten cent note in the cities referred to it is often necessary to "microscopically" examine the paper money before payment and on receiving change.

Furniture Shops Busy.

Notwithstanding the very gloomy account which European commercial people and shop keepers in Shanghai, Tientsin and Peking gave the writer, the furniture dealers and those engaged in banking operations in the former city seemed to be very busy. In one street alone in Shanghai, he counted as many as thirteen furniture shops situated one after the other in each of which the proprietor seemed to be well occupied with attending to customers, while the number of different kinds of banks in the commercial metropolis are almost countless, some of them being as follows, the Ming Hwa Savings Bank, the Kuang Su Bank, the Ching Dah Bank, the Lang Yick Bank, the Him Yick Bank, the Pao Koh Bank, the Fook Tai Bank, the Hoo Tai Bank, the Bank of Communications, the Bank of Canton, the Bank of Commerce, Agriculture and Industry.

In addition to these mentioned there are very many other banks in Shanghai some of which are European and some Chinese. At certain seasons in the year to get any kind of passage in a vessel voyaging from Shanghai to Tientsin and the intermediate ports in North China occasionally involves waiting about for some time in the former place through an introduction however to a compradore. On payment of ten dollars the writer soon obtained a very cheap passage on a Chinese ship proceeding to Tientsin and no less volens was obliged closely to associate with Chinese deck passengers some of whom were bound for Tientsin while others were going to Tientsin. Their behaviour on the vessel was most exemplary, many of them being most affable but unfortunately for the writer only three or four of the large collection of Chinese could understand any English and what they could speak consisted of only a few words. For sleeping accommodation one has to lay on a cargo load of very hard, long, thick bamboo rods tied together in a bundle and placed on one of the ordinary decks.

A Stormy Voyage.

Travelling last June from Shanghai to Tientsin for some time in the course of the voyage to the latter place from Tientsin, the seas were exceedingly rough and an extremely strong wind blew.

Owing to the very high waves the vessel rolled at what the writer then considered to be at a very dangerous angle and the task of keeping one's footing on the deck was very difficult indeed. On one occasion the ship lurched so much on her side that he thought she was going to topple over altogether, and in his endeavour to crawl from one part of the deck to another, a tremendous roll of the vessel sent him sprawling on to a huge bundle of hard bamboo rods, the consequence of which was that he damaged his thumb and fingers painfully. The writer has travelled on different Chinese ships voyaging in the North China seas and to describe the huge "bataclan" (a mixed) collection of luggage and commodities which Chinese passengers bring on board

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Serious Sickness Often Results



4 out of 5 suffer when gums break down

This dreaded effects of Pyorrhea strike 4 out of 5 after forty and many younger. Neglect paves the way to serious sickness, through the effects of Pyorrhea, disease that starts with bleeding gums, spreading poison through the system.

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Forhan's for the gums

MORE THAN A TOOTH PASTE—IT CHECKS PYORRHEA

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the steamer would require a very graphic pen.

Utter Confusion!

Their luggage consisted of heavy trunks, big boxes and bundles, pots and pans and large parcels and baskets containing eatables of every description and viewing the deck on which the writer travelled where Chinese passengers and their families were packed together like sardines in a tin, and where every part was filled with baggage the spectacle presented was certainly molli-meli (utter confusion).

The Chinese passenger vessels seem to be overloaded with cargo and luggage which are apparently heaped and packed on the different decks very irregularly and dangerously.

So far as the writer could see there were no life-belts on the ship or anyway none was at hand and ready for use.

If the steamer were caught in a terrific sea and owing to the overloaded carelessly stored cargo and luggage she rolled over disastrously, the fate of the great crowds of Chinese passengers including a large number of women and children huddled together on the very lower decks being suddenly hurled into the "gargile vato" would be too dreadful to contemplate.

The writer mentioned this to a British shipping official in Chefoo to which he replied:—"Well! People who travel on the Chinese ships must be prepared to put up with the risk."

WARSHIPS IN PORT.

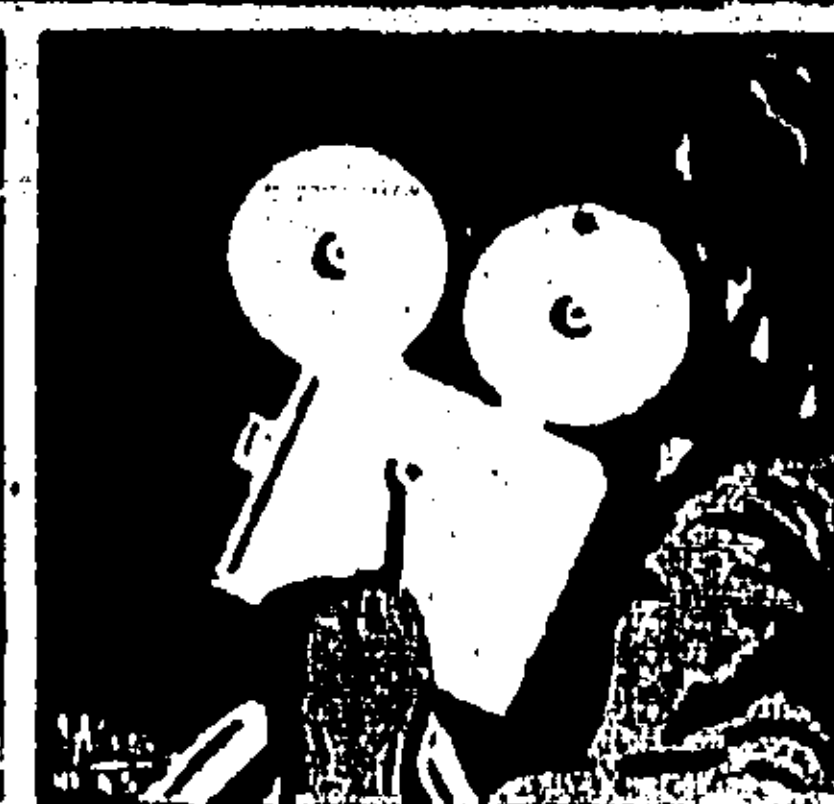
The following British warships were in harbour yesterday:—

Tamar—Basin.
Thracian—South wall.
Stormcloud—South wall.
Iroquois—East Wall.
Medway—North arm.
Berwick—West wall dock.
Marazion—In dock.
Cicala—In dock.
Seamew—In dock.
Suffolk—No. 3 buoy.
Herald—No. 4 buoy.
Bruce—No. 6 buoy.
Sapoy—No. 8 buoy.
Somme—No. 10 buoy.
Birdar—No. 11 buoy.
Serapis—No. 12 buoy.
Cornflower—No. 13 buoy.



AMUSEMENTS

OF HONG KONG.



SHOWING FROM TO-DAY

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 SPECIAL TIMES
 2.00 — 4.30 — 7.00 — 9.30

At Last The Book Is On The Talking Screen



ERICH MARIA REMARQUE'S great novel, with Louis Wolheim, Lewis Ayres, John Wray and many others. Directed by LEWIS MILESTONE. Adapted by Maxwell Anderson. Continuity by Del Andrews. Screen Play by George Abbott. A CARL LAEMMLE, Jr. Production. Presented by CARL LAEMMLE.

Out of the pages of the world's best seller walk the characters of the story that swept the world! Living, breathing, flesh-and-blood men and women... hating, loving, giving, taking... carrying on through a great emotional upheaval. What DRAMA! Drama that you and I can FEEL! Drama that scales the heights and plumbs the depths of human experience... Drama that catches the letter and the spirit of the book and flings it forth in a mighty crescendo of unescapably gripping flashes of Life... Drama that strips bare the glamour and glory of war. Awesome, gay, drab, beautiful; sombre, glorious — IT'S A HUMAN DOCUMENT WRITTEN IN PICTURES AND WORDS THAT WILL SEAR THEIR WAY INTO YOUR MEMORY FOREVER!

ALL QUIET ON THE WESTERN FRONT

ALL QUIET ON THE WESTERN FRONT!

The most human document of the entire war—
The most popular novel of modern times—
A dramatic smash of youth, of spectacle, of human emotions in the grim cauldron of conflict—

ALL QUIET ON THE WESTERN FRONT!

It is with both pride and pleasure that the Queen's Theatre announces Universal's great super-production of Eric Remarque's all-embracing masterpiece.
This all-Movie-tone epic will thrill you as you have never been thrilled before—
It will resound its tremendous message in the depths of your hearts—
Its marvellous scenes will enthral you, its spectacular effects will amaze you—
Its gripping story will hold you as no picture has ever held you before.

ALL QUIET ON THE WESTERN FRONT!

War stripped bare of propaganda! The real story of the world's greatest conflict as at last it can be told! Not the story of any nation, but the story of the human race!
Remember—the book was read by 10,000,000 people and the film will be seen by hundreds of millions.

"ALL QUIET ON THE WESTERN FRONT," MIGHTY DRAMA OF YOUTH, NOW HERE.

"All Quiet on the Western Front," Universal's stupendous, graphic and truthful presentation on the screen of Erich Maria Remarque's sensational book, will open to-day at the Queen's Theatre.

Remarque's book, regarded as the greatest human document of the war, has broken all publishing records and has been translated in almost every language. No story ever pictured has had as many readers.

Universal presents "All Quiet" as a super, pictured and directed with the aim of carrying the greatness of the book to the screen, truthfully and without magnification, maintaining all the powerful drama and intense human interest of the Remarque narrative. There is a stirring sequence of romantic appeal, in which Remarque's school boy soldiers have a midnight rendezvous with the French girls across the canal. This is as Remarque wrote and it is a beautiful interlude of young love in the midst of war.

Lewis Milestone, one of the youngest and most prominent directors in pictures, directed "All Quiet." A sterling cast was chosen by Milestone and Carl Laemmle, Jr., and nothing was spared to make this the greatest of all pictures of the war, exactly as the book was the greatest book of the war.

Louis Wolheim, famous for his creation of the role of "Captain Flagg" in the stage production of "What Price Glory," and for his screen characterizations, and Lewis Ayres, a brilliant youngster of 20, head the excellent cast.

Wolheim has the role of "Katzinsky" and Ayres the role of the leading character, "Paul."

Others in the cast are Russell Gleason, William Bakewell, Scott Kirk, Walter Browne Rogers, Jr., Alexander and Owen Davis, Jr., as the six comrades of "Paul"; John Wray, noted New York actor; George "Slim" Summerville, Harold Goodwin, Richard Alexander, Arnold Lucy, Pat Collins, Bill Irving, Yola D'Avril, Poupee Andriot and Renee Darnonde.

The story of "All Quiet" is based on the experiences and observations of Remarque who went to the front as a schoolboy. Every character is authentic and every incident. Critics have proclaimed the grim realism of the book the secret of its record-breaking success and it is this powerful appeal that Universal has brought to the screen.

In his own words, Remarque wrote "All Quiet" to free himself from the memory of the war. "It was only after he had completed the novel that he tried to sell it. He wrote simply settling down to the story of his own experiences—story of glamour or of heroics. And his book became the best seller of the past ten years."

NOTE SPECIAL TIMES

2.00
4.30
7.00
9.30

THIS WEEK AT
THE QUEEN'S

SHELLFIRE REALISM SEEN IN PHOTOPLAY.

Explosives enough to demolish a city were used in the greatest battle scenes ever filmed in "All Quiet on the Western Front." Universal's picturisation of Erich Maria Remarque's masterful book of the war, which will open to-day at the Queen's Theatre.

More than 20,000 pounds of black powder and six tons of dynamite were used to give the effect of shell fire and mine explosions. Six thousand bombs were planted and exploded on the battlefield covering twenty acres of land on the Irving ranch, near Los Angeles.

Five hundred shells of various sizes were sent screaming and whistling through the air, actually fired from guns, to give the proper sound effect of shells in flight. Those shells, of course, were fired far over the heads of the soldiers participating in the scenes. The effect of landing and bursting shells was gained by planted bombs exploded by electricity at the proper moment.

One of the terrific war scenes of the picture shows a French village under bombardment. In this scene shells are seen bursting in the air over the village, occupied by a thousand and more German soldiers. A building is blown to fragments. Other explosions go up the streets and that is another scene: a church is demolished by three shells while a company of German soldiers is passing it.

THE CAST.

Katezinsky LOUIS WOLHEIM
Paul Baumer LEWIS AYRES
Himmelstoss JOHN WRAY
Gerard Duval Raymond Griffith
Tjaden "Slim" Summerville
Muller Russell Gleason
Albert William Bakewell
Leer Scott Kirk
Behm Walter Rogers
Kemmerlich Ben Alexander
Peler Owen Davis
Mrs. Baumer Beryl Mercer
Mr. Baumer Edwin Maxwell
Detoring Harold Goodwin
Miss Baumer Marion Clayton
Westhus Richard Alexander
Lieut. Bertinck Pat Collins
Suzanne Yola D'Avril
Kantorek Arnold Lucy
Ginger Bill Irving
The Poster Girl Joan Marsh
French Girl Renee Darnonde
Poupee Andriot
Herr Meyer Edmund Breese
Hammacher Heinle Conklin
Sister Libertine Bertha Mann

MAGNIFICENT PICTURISATION OF FAMOUS BOOK SHOWS POIGNANT SCENES OF PATHOS AND HEROISM.

A Pageant of terrible splendour... a drama of deep human emotions... a terrific indictment of modern war... that is "All Quiet on the Western Front." Universal's superb super-production of Erich Maria Remarque's famous war work, which comes to the screen of the Queen's Theatre to-day.

"All Quiet on the Western Front" is a magnificent picturisation of the fate of youth in war. Its hero, young Paul Baumer, is a German, but he stands for the youth of all nations subjected to the most terrific of all human experiences.

The picture portrays the effects of war upon young Baumer and his companions. It is the poignant story of youth that has been denied its chance at life... of youth hurled into a ceaseless hell of body and soul before it has begun to live.

There are many scenes which will remain permanently etched upon the memory of the beholder... scenes terrific in their tragedy... scenes sublime in their heroism... scenes touching in their simple pathos. And always in the background is the tremendous panorama of the World's greatest conflict.

COMING

JEANETTE MACDONALD

IN

"THE VAGABOND KING"

LET'S GO NATIVE

THE STORY.

Jeanette MacDonald, a show-conscious realiste, has asked her fortune on costumes and advance salaries to girls for a revue to be staged by a syndicate of wealthy men in Argentina. Unable to pay her rent, she is told that she must leave her fashionable shop and apartment. The moving men are taking out the MacDonald furniture when James Hall, her society sweetheart, arrives.

Hall is unable to assist her with funds because his father Charles Sellen has cut him off. Sellen wants Hall to marry Kay Francis, but Kay doesn't fancy the match.

To add to the complications William Austin, a friend of Hall's gets into a fix when Jack Oakie, "hardboiled" cab driver, steers his hack into the front of police headquarters. Austin as the passenger and Oakie as the driver flee the scene and go to Jeanette's shop in search of Hall to get a loan from him to pay the costs of the damage. Hall admits to Austin that he is broke. Oakie then decides they'd better leave town.

Then Jeanette learns that in order to collect money to pay off her debts she must go to South

America with the show girls and costumes. The dilemma is cleared up by David Newell, chief officer of the ship which is to take the show folk to South America; he offers to give Hall, Oakie and Austin jobs on the ship as "trimmers."

The trio soon learn that "trimmers" are slaves in the atoke-hold. But they stick to their jobs manfully until the captain of the ship learns that Hall's father is a pal of the president of the line. He puts Hall up in the bridal suite and promotes Oakie and Austin to waiters' jobs.

During the passage there is a storm. The passengers leave the ship. The next day Jeanette, Hall, Oakie, Austin and Kay Francis, who had been a passenger on the vessel, make their way, in a lifeboat, to a tropical island. There they find a troupe of sun-tanned girls who speak English with a Brooklyn accent, and Skeets Gallagher, head man of the isle.

When Gallagher sees the costumes the decklets have salvaged from the wreck, he offers to buy them for the natives. Jeanette sells them and Gallagher gives her the island, rich in oil and pearls, in payment.

TUESDAY TO THURSDAY



WILLIAM POWELL

"Street of Chance"

A Paramount Picture.

"DELIGHTFUL ROGUE"

WHAT A FIGURE! RITA LA ROY; SHE'S THE SCREEN'S NEWEST.

Radio Pictures introduces a new figure to stardom in "The Delightful Rogue," the all-talking film which comes to the Central Theatre soon.

And what a figure! It belongs to Rita La Roy, a statuesque redhead from the legitimate stage, who makes her bow as a featured film player opposite Rod La Rocque in the gay tale of a modern pirate in the tropics.

"The Delightful Rogue" was adapted by Wallace Smith from his own Cosmopolitan story, "A Woman Decides." It tells of the adventures and loves of Lastry, famous Latin bandit, after he steals a millionaire's yacht and turns to plunder a group of tropical isles.

The film is the first sea story in sound. It presents some unusually beautiful scenic effects as well as bringing to the screen the enchanting songs of surf and sea. It was recorded by RCA Photophone.

Ed Brady, Charles Byes, Bert Moorhouse, Harry Semels and Sam Blum head the supporting cast. A. Leslie Pearce and Lynn Shores were co-directors on the film.

The original music for the production was written by Oscar Levant and Sidney Clare, composers of the scores of "Street Girl" and "Half Marriage." "Gay

ROD IS DARING MARAUDER IN RADIO TALKIE.

"Delightful Rogue" Story of Adventures and Loves of Lastry.

Romance goes to sea with a 1929 pirate in "The Delightful Rogue," the all-talking Radio Picture featuring Rod La Rocque, which comes to the Central Theatre soon.

"The Delightful Rogue" is the first sea story made in sound. It tells of the adventures and loves of Lastry, a pirate who steals a millionaire's yacht, "The Golden Rude," and sets to plundering a group of tropical isles.

How he meets Nydra, whose dancing is the delight of an island cafe; how he aids her in a unique test of another's love and how he and his crew of colourful vagabonds settle an affair with the police of Tapit form the highlights of Wallace Smith's yarn, which he adapted from his own original Cosmopolitan story, "A Woman Decides."

Rita La Roy, a tall titan beauty from the vaudeville stage, appears as Rod's leading lady and sings the beautiful theme song "Gay Love," which already has become a radio and dance orchestra favourite.

"Love," the theme song for "The Delightful Rogue," already has become a radio and dance orchestra hit.

CENTRAL THEATRE

TO DAY TO MONDAY

AT 2.30, 5.10, 7.15 & 9.20 P.M.

A Merry Musical Mix-Up
Of Laughs, Love and Song!

Girls! Gags! And Gayety!
The Craze of the Hour, Jack
Oakie, lending the fun! On
a tropic island where every-
body goes merry-merry. Join
the frolic for a good time!

"Let's Go Native"

STARRING
JACK OAKIE
JEANETTE MACDONALD
A Paramount Picture

Frisky, frivolous! Upstairs
farcy, featuring the radio-dots,
"It Seems to Be Spring," "Let's
Go Native," "I've Got a Yen for
You," "My Mad Moment" and
"Joe Jazz." With Skeets Gal-
lagher, Kay Francis, William
Austin and Eugene Pallette.

COMING SOON

MAURICE CHEVALIER
"INNOCENTS OF PARIS"

COMING

JEANETTE MACDONALD

IN

"THE VAGABOND KING"

"INNOCENTS OF PARIS"

LOCAL AUDIENCES WILL GO
WILD OVER CHEVALIER'S
FIRST FILM!

Phenomenal Success of New York
Debut Sweeps French Star Forward
on a Wave of Popularity That Will
Reach All Movie Fans — Press
Comment Tells Him.

From a humble beginning Maurice Chevalier has risen to the top of the ladder as an entertainer. For many seasons he set Paris agog with appearances at the Casino, Folies Bergere and The Femina. He took London by storm when he appeared with Elsie Janis in her Revue. No matter where he has played, his electric personality, his genial smile, and his gifted talents have made him a reigning favourite. For years he was the partner of Mistinguette, world's most famous dancer, and now he stands—the idol of the European stage.

When audiences see and hear him in his first talking and singing motion picture, "Innocents of Paris" they will take him to their hearts as they never have any motion picture star. During his stay in Hollywood he became the most popular member of the film colony. He arrived in New York

upon completion of "Innocents of Paris" to fill an engagement with Ziegfeld at the world-famed Mid-nite Frolic cabaret, atop the New Amsterdam Theatre. Hard boiled New York critics raved about him; overnight he was the talk of New York's theatrical world.

He comes upon the stage with a gorgeous smile that takes your heart immediately; and he is blessed with a pantomime gift that translates every number he sings no matter what the language may be. In "Innocents of Paris" Chevalier sings seven songs including "Valentine," his most popular song, and the one that Frenchmen have raved over for years. You'll see how this number went over at the Mid-nite Frolic Cabaret in New York.

Maurice Chevalier, as a boy of eleven, sought work to help his widowed mother support the large family. He was an apprentice carpenter, electrician, printer and doll painter. At 13 he was a salesman for a painting shop. He was dismissed from practically every job he had. He was a pronounced failure until he got a chance as a singer in the Casino des Tourelles. He sang popular hits and did imitations. He was in love with the new job and he made acting his life's profession.

COMING SOON

He Knew What He Wanted!
And nobody had ever upset
the plans of Lastry.

100%
DIALOG!

Hear the sensational
song success "Gay Love"

The DELIGHTFUL ROGUE

with
R. O. D.
LA ROCQUE

RITA LA ROY and Remarkable Cast
of Stage-Screen Favorites

A magnificent story of tropic sea
love that you'll never forget!
From Wallace Smith's Cosmopolitan
magazine story, "A Woman
Decides."

Directed by Leslie Pearce and
Lynn Shores
A WILLIAM LE BARON
PRODUCTION

"STREET OF CHANCE"

What it means to sit in on a poker game when the turn of the next card may mean the ruin of two lives is clearly portrayed in an emotion-packed scene of "Street of Chance," William Powell's first starring picture, which comes to the Central Theatre to-morrow.

In this amazing picture of big time gamblers of New York, Powell is forced, against his will, and against his promise to his beautiful wife (played by Kay Francis) to take part in a secret poker-session where stakes of hundreds of thousands of dollars are on the table.

Playing across the table from him is his young brother (Regis Toomey), who has the gambling fever and who is cleaning up, with the luck of a beginner, in the play against Powell and two other big time card sharps.

The last hand is dealt and the two brothers battle it out. Finally betting each his whole stack, Powell has resolved to break his brother to cure him of the gambling fever. Yet he knows that his brother has him licked on this one big hand, the last hand, the one that will decide everything. Storms of emotion surge in the hearts of the two brothers, yet

Are all gamblers crooked gamblers? The answer is a matter of opinion, but the question is nevertheless a very interesting one and it forms the stirring plot for Paramount's daring "Street of Chance," romance-drama, which holds up the mirror of reality to big-time Broadway gambling life. William Powell portrays the role of "Natural" Davis, lord of all the bright-lights devotees of poker. It is his first starring role, and many preview critics say, it is his greatest role.

The story was written by Oliver H. P. Garrett, former star reporter on the New York World, for Powell. In support of the star are Jean Arthur, Kay Francis, Regis Toomey, Stanley Fields and a number of other splendid character actors.

their practiced faces do not change—no indication of their feelings can be disclosed. Toomey has shown his hand—now Powell must show his. . . . he turns over the last card, and— But one must see and hear this great picture to thrill to the full emotional tension of that great climactic scene. It is Powell at his sensational best.

Seats may be reserved
in advance at Moutrie's
and at the Theatre.

SEE MAJESTIC THEATRE

NATHAN ROAD, KOWLOON.

TELEPHONE 57222.

DAILY AT 2.30, 5.20, 7.20 & 9.20 P.M.

TO-DAY TO WEDNESDAY,



"PARAMOUNT ON PARADE"

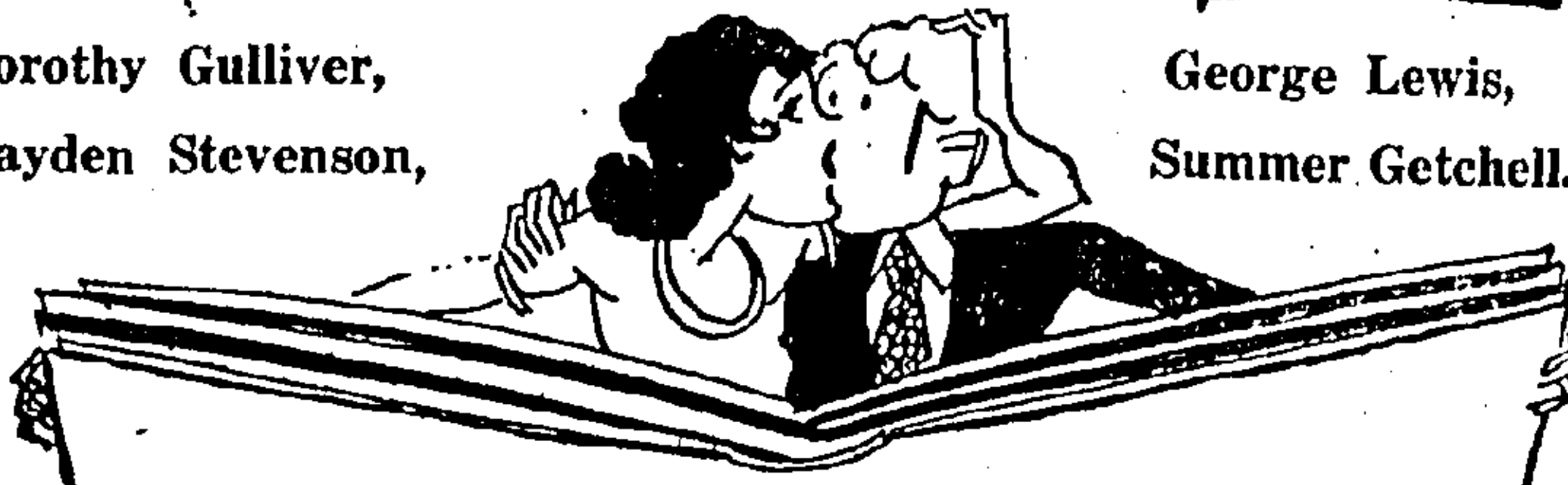
Your film favourites, singing, dancing,
romancing. Laughs, drama, song hits galore.

COMING!

COLLEGE LOVE

Dorothy Gulliver,
Hayden Stevenson,

George Lewis,
Summer Getchell.

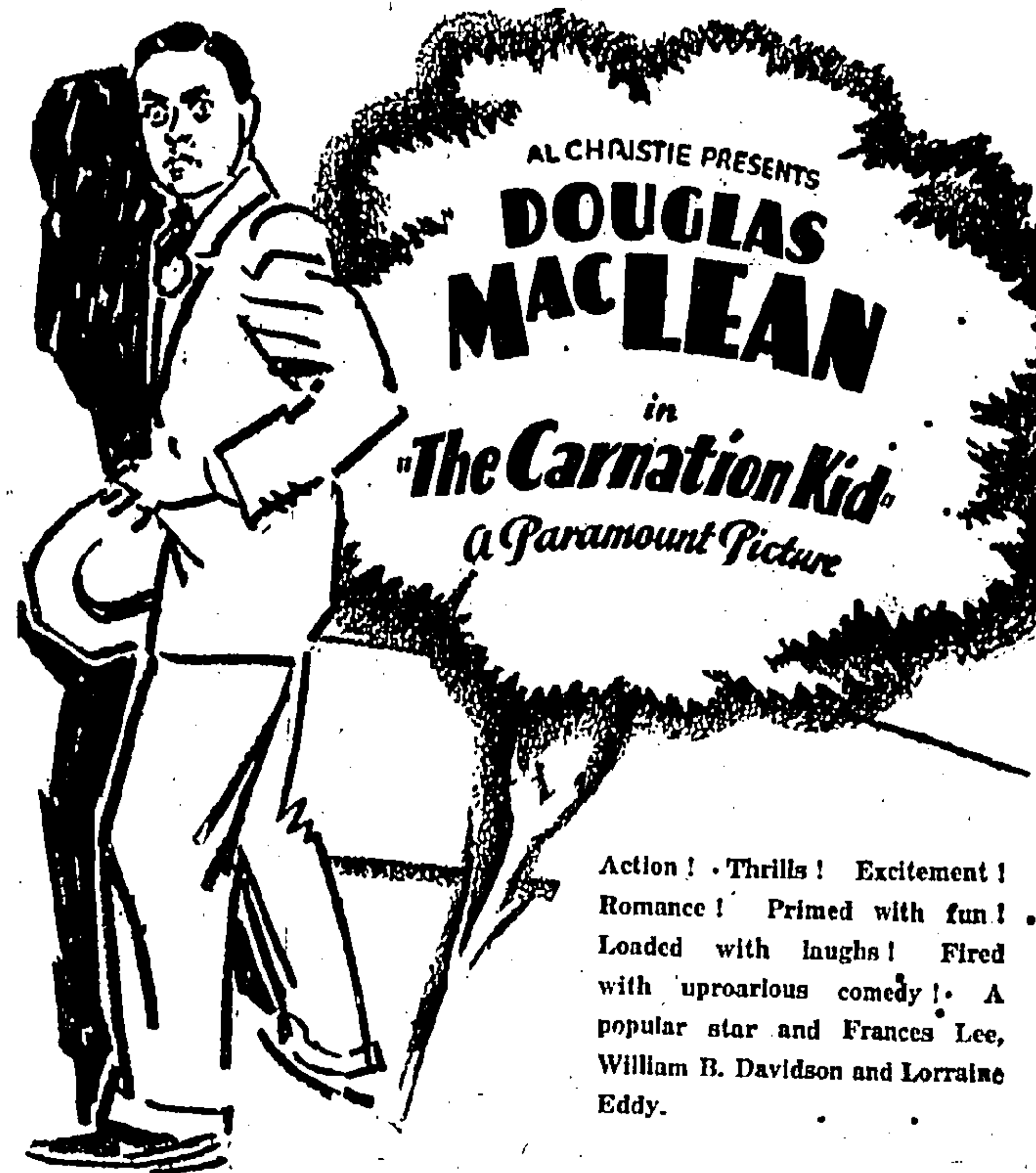


Collegiate songs and chatter that will amaze
you football games that will thrill
you romance that will charm you . . .
a picture that will entertain you.

100% TALKING AND SINGING.



COMING!



AL CHRISTIE PRESENTS DOUGLAS MACLEAN in "The Carnation Kid" A Paramount Picture

Action! Thrills! Excitement!
Romance! Primed with fun!
Loaded with laughs! Fired
with uproarious comedy! A
popular star and Frances Lee,
William B. Davidson and Lorraine
Eddy.

MANY SONG HITS

Heard in Great Star Film Fete.

Probably the greatest collection
of brand new song hits ever gathered
together in one sparkling screen
production will be heard when
Paramount's talking, singing,
dancing, laughing festival of the
stars, "Paramount on Parade,"
opens its three days run at the
Majestic Theatre to-day.

Two of the numbers, "Sweepin'
the Clouds Away" and "Any Time's
the Time to Fall in Love," are al-
ready sweeping the country via the
radio. The former song is one of
the Maurice Chevalier numbers in
"Paramount on Parade"; the
second is sung by Charles (Buddy)
Rogers and Lillian Roth.

Jack Oakie and Zelma O'Neal
sing "I'm in Training for You,"
another lively hit song, and the
rousing ballad, "Let Us Drink to
the Girl of My Dreams," is rendered
by a world-famous group of
actors, Richard Arlen, Mary Brian,
Virginia Bruce, Gary Cooper,
James Hall, Phillips Holmes, David
Newell, Joan Peers and Fay Wray.
Chevalier also sings "All I want
is Just One Girl," and is mimicked
by Mitzl Green. Clara Bow sings
"True to the Navy."

Nancy Carroll introduces a great dance tune,
"Dancing to Save My Soul." Ruth
Chatterton's contribution is "My
Marine," a sentimental ballad with
a theme like "My Man." For fun,
Helen Kane croons "What Did
Cloopatra Say?" and Jack Oakie,
Skeets Gallagher and Leon Errol
are convulsing, rendering "We're
the Masters of Ceremony." Harry
Green sings "I'm Isadore, the
Toreador."

Donna King, of "Vagabond
King" fame, sings a Russian love-
song, "Nichevo," and the sensa-
tional Italian tenor, recently
brought to Hollywood by Para-

MACLEAN FILM.

Comedy-Drama With Features of Election.

While presidents and governors
and senators and what not are be-
ing elected, there's another elec-
tion on which is full of thrills
and fights, all of which makes
some unusually timely and inter-
esting moving picture entertain-
ment. It is "The Carnation Kid,"
the new Douglas MacLean-Chris-
tie production which is coming to the
Majestic Theatre.

In the MacLean picture there's
a district attorney running for
office in a big city; and some very
dangerous underworld forces im-
porting a famous gunman to see
that the district attorney never
has a chance to run again. From
the time that the young typewrit-
er salesman is mistaken on the
train for the notorious Carnation
Kid with his newly invented
machine gun, things begin to
move in the plot. MacLean plays
the part of Clarence the typewrit-
er salesman; Francis McDonald is
the real Carnation Kid.

Others who play parts in
this melodramatic comedy are
Frances Lee who is the district
attorney's daughter; Lorraine
Eddy, secretary of the underworld
boss; Charles Mallet the candi-
date and district attorney and
William B. Davidson as the boss
of the bad men.

There's a real old-fashioned
political rally in the picture with
its torchlight parade and a stir-
ring climax at the political meet-
ing when the underworld boys get
theirs.

mount, Nino Martini, is heard in
"Song of the Gondolier."

Many of the interludes are filmed
in Technicolor. Comedy, drama,
romance and music are cleverly
interwoven. And the whole is
blended into a joyous, intimate
entertainment festival, "something
new on the screen."

FILM FESTIVAL.

"Paramount on Parade" Brings Hollywood Stars.

A world of entertainment will be
spread before patrons of the
Majestic Theatre to-day when
"Paramount on Parade," the
festival of the stars opens its
three-days enjoyment visit.
It's a great party and everybody's
invited.

More than thirty-five stars and
featured players of the Paramount
studios join in the glamorous,
breath-taking entertainment re-
vue. Hollywood, it is said, feels "big"
pictures before they are completed,
and, in the case of "Paramount on
Parade," even the most astute
Hollywoodians admitted it is big-
ger than they ever felt it would be.

The picture was five months in
the making and, during the time,
the greatest secrecy surrounded it.
When it was first shown in Holly-
wood, a delighted audience roared
and roared and hummed and
thoroughly enjoyed themselves
watching it.

"Paramount on Parade" is
thrilling, gorgeous, spectacular,
funny, exciting, exquisite, tuneful
and every other adjective in the
language. The most famous
screen stars, George Bancroft,
Clara Bow, Maurice Chevalier,
Nancy Carroll, and many others, do
their stuff. There is fun from
Harry Green, Jack Oakie, Skeets
Gallagher and Helen Kane; songs
and dancing from Nancy Carroll
and Clara Bow; Charles (Buddy)
Rogers makes love; Ruth Chatter-
ton does a dramatic bit that's prob-
ably the best thing she has ever
done on stage or screen. Richard
Arlen, Gary Cooper, Kay Francis,
Freddie March, Lillian Roth and
Fay Wray, and all the other young
and handsome and beautiful high-
lights of Paramount pictures con-
tribute their best.

And everything is surrounded
with a glamorous, glorious aura of

NOVEL PICTURE.

Popular Star Does New Type of Role.

Variety of entertainment has
always been a feature of the mov-
ing pictures in which Douglas
MacLean is the star, and so it is
not surprising to find Doug pull-
ing something else new in his lat-
est picture "The Carnation Kid"
which is coming shortly to the
Majestic Theatre.

During the last few years Doug
has appeared in pictures of a
great variety; one time he is a
mountain climber; then he's on a
lion hunt in Africa; perhaps in a
farce comedy with thrills thrown
in for good measure. This time
he appears in a neater than usual
story which includes some very
dramatic situations mixed up with
love and politics and some amus-
ing comedy as well. Doug going
in for a melodramatic story based
on underworld life in a big city
is something new but this is what
the plot is in "The Carnation
Kid." The title comes from the
name of a famous gunman who
gets mixed up with Clarence, an
innocent enough typewriter sales-
man.

Douglas MacLean is the latter,
and it is in the mix-up that the
entertaining situations develop.
Appearing with MacLean in this
Paramount-Chrislie production are
Frances Lee, Lorraine Eddy, Wil-
liam B. Davidson, Francis Mc-
Donald, Charles Mallet and
others.

songs, music, beautiful chorus girls,
gorgeous settings. Many of the
scenes are in Technicolor. Broad-
way's famous music ensemble, Abe
Lyman and his band, furnishes
some of the music. Everything's
on the up and up. There's going
to be a real party at the Majestic
Theatre to-day. Everybody's in-
vited.

"CHILD DANCER."

Originates Own Number for Films.

Mitzl Mayfair, fifteen-year-old
dancer whom Elsie Janis describes
as "the cleverest child dancer I have
seen in all my years on the stage,"
is featured by Paramount in one
of the numbers of "Paramount on
Parade," the super-entertainment
with Hollywood's greatest stars in
intimate sketches.

Mitzl's dancing is unorthodox,
from a stage point of view, for it
consists of complicated, lightning-
speed evolutions worked out by the
child herself. She has a featured
spot in the "Paramount on Parade,"
number, "Show Girls on Parade,"
which also features Virginia Bruce
and a score of Hollywood beauties.

The "Show Girls on Parade,"
number is filmed in Technicolor,
against an elaborate silver back-
ground worked out in metal and
coloured lights.

NEWSPAPER MAN.

Writes Story for D. MacLean.

The story of "The Carnation
Kid" which is coming at the
Majestic Theatre starring Douglas
MacLean is by one of the movies'
best known original writers and a
former newspaper and magazine
man of quite a reputation, Alfred
A. Cohn is the man, formerly a
newspaper reporter and editor in
Chicago, Arizona and Los Angeles.
Cohn's early connection with
motion pictures started when he
was western editor of Photoplay
Magazine, but in recent years he
has written many successful ori-

SOME STEPPERS!

All Kinds of Dancing in Joy Melange.

Every type of stage dancing
recognised by the professional is
seen in "Paramount's on Parade,"
according to David Bennett, who
directed the dancing for the pro-
duction. The different types of
dancing, as Bennett explains them,
are buck and wing, Spanish, soft
shoe, tap, eccentric, classic, ball-
room, acrobatic and ballet.

Nancy Carroll's number, called
"Dance Mad," with Abe Lyman and
his Band supplying the music, con-
sidered one of the most tuneful
of the fifteen starring interludes in
the production, is a dance riot.
Miss Carroll sings and dances, and
at least four of Bennett's types of
dances are seen in this one number.

Bennett explains, however, that
the dancing in the show is only in-
troduced as a background and takes
but brief and infrequent moments
away from the novelty picture made
by the stars themselves. Neverthe-
less, it was his desire to have his
numbers of the greatest possible
variety and, consequently, he drilled
his chorus girls, at times sixty of
them, in every type of footwork he
has encountered during his almost
twenty years of Broadway show
experience.

ginal motion pictures as well as
scenarions of a number of others.

During the last year or so
Cohn was responsible for the
scenario versions of "The Cohens
and the Kellys," "The Gorilla,"
"The Cat and the Canary," "We
Americans" and "The Jazz Sing-
er."

His latest "The Carnation Kid"
is an original story built to order
for Douglas MacLean and the
Chrislie organisation for both a
silent and a talking motion pic-
ture.

COLLEGE HUMOUR.

Brought to Screen by "Talkies."

Undergraduate humour, that
effervescent, sparkling characteris-
tic of youth, will be heard as well
as seen on the screen for the first
time in film history with the open-
ing of Carl Laemmle, Jr.'s, first
feature length college play, "College
Love," at the Majestic Theatre
shortly.

This full length climax of the
popular short subjects created by
the young film executive and
directed by Nat Ross, brings to
delighted audiences the rah, rah,
rah of campus yells and the
humour and drama of every phase
of campus and fraternity life.

Ross has long been known as
the "film college professor" be-
cause of his familiarity with every
detail of college atmosphere, and
Carl Laemmle, Jr., as president
emeritus of the same celluloid col-
lege for the same reason.

Neither of them actually went
to college, Ross becoming a direc-
tor for Universal at the age of
nineteen, and Laemmle, Jr., choos-
ing a film career instead of a
course at Princeton or Penn.
But they have done so much re-
search work on college life in con-
nection with the forty-odd short-
er campus pictures which they
have already made, that both feel
their collegiate education has
been more intensive than could be
obtained at any single school.

Many of the principals who be-
came popular through the earlier
"College" pictures were signed for
present feature. In the cast are
George Lewis, who is being star-
red, Dorothy Gulliver, the leading
co-ed, Eddio Phillips, Churchill
Ross, Hayden Stevenson, Summer
Getchell and many others.

WHITEWAYS



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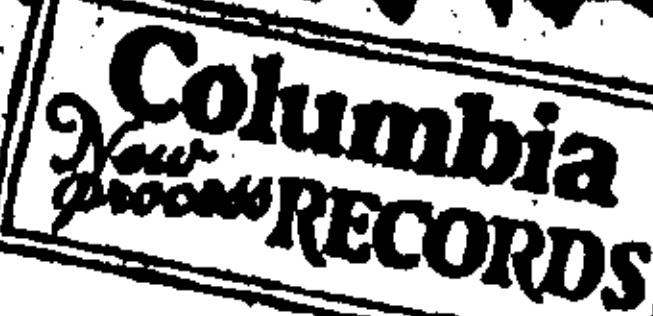
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SEALS TAGS RIBBON
ETC., ETC.**

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Never Such
Music Before



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|-------|------------------------------|------------------|
| 2013 | God Rest Ye, Merry Gentlemen | B.B.C. Choir. |
| | Good Christian Men, Rejoice | B.B.C. Choir. |
| 2014 | Hark the Herald Angels Sing | B.B.C. Choir. |
| | While Shepherds Watched | B.B.C. Choir. |
| DX68 | Putting the Clock Back | Squire's Octet. |
| | (Folk Songs of Britain) | Squire's Octet. |
| DX42 | Light Cavalry—Overture | Court Sym. Orch. |
| DX56 | The Three Musketeers | Vocal Gems. |
| DX24 | The Damsel Rose | Court Sym. Orch. |
| 9893 | Merry England | Vocal Gems. |
| 9883 | Lionel Monckton Memories | Vocal Gems. |
| 9896 | Ivan Caryl Memories | Vocal Gems. |
| 4745 | A Day's Broadcasting | Clapham & Dwyer. |
| DB9 | Tommy Handley Calling | Handley. |
| 9468 | Sailing Up the Clyde | Will Fyfe. |
| 9296 | The Tighest Man I Know | Billy Bennett. |
| 9829 | The 'Ole in the Road | Geo. Graves. |
| DB146 | A Warm Corner | Leslie Henson. |

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The Hong Kong Sunday Herald.

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HONG KONG, SUNDAY, DECEMBER 14, 1930.

"Silver Nothing Accounted Of."

WITH new low records being reached daily in the value of the dollar, combined with unfounded rumours of an official effort to stabilise it at one shilling, it is only in the natural order of things that business should take a more depressing turn than ever before. From the Government to the lowliest in the Colony, all are being seriously hit by the corresponding—and often disproportionate—decrease in the cost of imported goods. The only people who can afford to rise superior to the surrounding gloom are those few with big reserves of money at home upon which to draw, profiting considerably by the rate of exchange in their favour, whilst doubtless long established institutions may become comparatively rich by means of drafts from their head offices or branches outwith the Colony.

Importers generally have been compelled to lead a hand-to-mouth existence for months in the hope that eventually the dollar would recover and they could resume importing goods in the same quantity as when the dollar was near the two-shillings mark. There may be a trifling consolation in the fact that Christmas stocks have been here for some time and the bills of exchange met; but these have to be replaced after the festive season by ordinary seasonable goods—and paid for with a dollar much lower than when the present stocks were ordered.

Silver may be a glut in the market, but the effects of that glut must be gaining every day new converts to the movement in favour of the stabilisation of the dollar at round about 1/6 or 1/9 as soon as the price of silver warrants it. That step was not taken when the opportunity presented itself when the dollar first began to decline from the two-shilling mark, and many who lament it most to-day are those who opposed it when the agitation for it began to gain ground.

They appear to have been happier folk in the days of King Solomon when "silver was nothing accounted of," but Biblical history is silent on the point of King Solomon's subjects suffering from trade depression. All that we are told is:—

"And all King Solomon's drinking vessels were gold and all the vessels of the house of the forest of Lebanon were pure gold; nothing of silver; it was nothing accounted of in the days of Solomon."

"And the King made silver in Jerusalem as the stones, and the cedars made him as the sycamore trees that are in the lowland, for abundance."

The matter of exchange apparently did not worry the wise King Solomon and his subjects! They despised silver "as being nothing accounted of" and were happy in concentrating on gold even for their drinking vessels! Stabilisation of currency was undreamt of in these golden days. Economics were a closed book. But had King Solomon's reign been delayed to the present year of grace, and were it possible for him to have made his royal house in this Colony, would his wisdom have shamed the opponents of stabilisation of the dollar into silence and ranged them on his side? There are a hundred other questions that arise from the texts from the first Book of Kings (chapter x, verses 21 and 27) above quoted that might be elucidated for us to-day by a keen student of the times of King Solomon and of economics. Such an elucidation might be worth while if it resulted in the mantle of King Solomon falling on some of our higher authorities here or on some of our business magnates!

News in Brief.

Ten Chinese appeared at Kowloon Magistrate yesterday, and were fined \$3 each for street gambling at Hungnam Market.

Detective Sgt. Fitches charged two Chinese, in the Kowloon Magistrate yesterday with larceny by a trick. A remand was granted to December 30.

Charged at the Kowloon Magistrate yesterday with keeping a sly brothel in Yaumatei, Lai Yuk, a Chinese woman, was fined \$60, or in default, one month's imprisonment.

The annual bazaar of the St. Francis Convent branch of the Canossian Institute will be held to-day, commencing at 10 a.m. It is hoped to secure a large support in aid of this deserving cause, as in former years.

Two Russian youths, Avonir A. Ziloff (18) and Michael Turbaroff (20), appeared before Mr. Butters at the Kowloon Magistrate yesterday, charged with stowing away on board the s.s. President Polk from Shanghai. Both were fined \$60, with the alternative of one month's imprisonment.

Mme. Kees, who is staying in the Hong Kong Hotel (Room 302) represents Malcom Luella of Shanghai and Paris and has with her an exclusive selection of the latest Paris models affording to the ladies of Hong Kong a timely and exceptional opportunity of additional choice for the approaching festive season.

"The most useful novelty of 1930" is well claimed for "Pencilite," a new invention that both writes and lights. At one end is a lead pencil, with a mechanical contrivance for putting in new leads. At the other end is a small top cap for a flint and wick, the latter being saturated with lighting fluid. On pulling the cap out quickly a light is emitted, ensuring convenience in lighting cigars or cigarettes. Directions are given with each "Pencilite," which makes an inexpensive and useful present. Various types are on sale at the Graeco-Egyptian Tobacco Store, Pedder Street.

SHARPS AND FLATS.

I do not believe in dieting... I try to eat as much as I reasonably can before I make my public appearances. In my opinion a public singer requires the soul of an angel and the tummy of a rhinoceros.—Amelia Galli-Curci.

For some years Handel was organist at St. Lawrence's, Stamford, and is reputed to have composed the music of "The Village Blacksmith" while sheltering from a shower in a smithy at Edgware, near by.—London Paper.

Parcell and Arne I adore... It brings me joy to sing them. One must be so musically sincere, so supremely finished in phrasing and vocal colouring to voice them.—Amelia Galli-Curci.

Mechanical music has played the dickens with musical artists, but I am not despondent—in fact, I am very cheerful. You cannot pump music into four million people without some good result.—Sir Henry Wood.

Albert Coates is a big, perspiring orchestral leader, who directs with his ten fingers instead of a baton. "The baton seems insufficient for your feeling," Nijelsch remarked to him, "you had better take a whip."—Literary Digest (New York).

Many bashful young couples find it far easier to express their feelings about each other through the medium of a song which they are trying over than by any other way. You have no idea how many happy marriages I am indirectly responsible for.—Horatio Nicholls.—Musical Times.

HONG KONG FAIRY STORIES.

"The results (of the raids on Reda) thus far (Wednesday) are considered highly satisfactory".

The exhibitors at the Art Club exhibition now know more than they ever knew before about painting, thanks to the "expert" advice in the morning papers.

"The Yeomen of the Guard" is to be staged in Kowloon as soon as a suitable theatre is built there by the Government.

The traffic authorities have cabled to Willie Harrison to come and assist in effective "improvements" at Kowloon "Circus" at the Star Ferry and Railway Station.

"KOH-I-NOOR."

Happy Name for New
Silk Store.

MRS. RUPCHAND'S ENTERPRISE.

To the list of Indian silk stores is to be added one with a most auspicious name—the Koh-i-noor, named after the famous Koh-i-noor (or Koh-i-nor) diamond which was in 1739 in the possession of Nadir Shah, the Persian conqueror, and in 1813 in that of the Rajah of Lahore; passed into the hands of the East India Company and was by them presented to Queen Victoria.

The Koh-i-noor Silk Store is to be opened to-morrow by Messrs. Y. Rupchand & Sons, when special bargains in silk goods and dainty articles suitable for Christmas gifts will be on display. The store is ideally situated at the corner of China Building, opposite the Queen's Theatre, extensive alterations being carried out on the premises with the object of making it an ideal shopping centre. Mr. Y. Rupchand is to be commended on his enterprise and initiative in venturing into the Indian silk trade at a moment when most commerce is being hit by the record low exchange. It but testifies to his confidence, based on long personal experience of the community's needs, in his ability to "make good" with such an illustrious name as Koh-i-noor to conjure with.

The shopping public are cordially recommended to visit the Koh-i-noor Silk Store within the few days available before Christmas and inspect the choice selection of silks and other suitable gifts for the festive season.

DELIGHTS OF MUSIC.

Interesting Points from
Recent Lectures.

HELPING THE WORKER.

"The Delights of Music," said Sir Henry Hadow, when addressing members of the Leeds Institute upon that text, was the message he had been delivering for the last twenty years, as summed-up in four words of Schiller, "Heiter ist die Kunst"—Art is to be enjoyed. "Among the delights of music," Sir Henry continued, "are the purely physical pleasure of colour, the emotional appeal, the architecture of extended works (regarding which Parry used to say that music was only commonsense in notes), the direct address to the spirit, sometimes serious, sometimes gay." Speaking of values in music, Sir Henry advised his hearers to try to make up their own minds. If they felt they could not understand, they should try again later, for the composer probably knew what he was about. They would find that out for themselves if they gave music a fair trial.

Dr. C. Sanford Terry has been describing to the Birmingham Bach Cantata Club, Bach's usage of the chorale. Of Bach's various methods of treatment, by far the most numerous were the four-part hymn-like settings. That the congregation joined in singing the melody was probable. Bach's simple chorales formed a hymn-book of remarkable wealth and variety. It provided an anthology of Lutheran hymnody from the Reformation to his own generation, illustrating every season of the Christian year, and illuminating the development of the German chorale at all periods of its history.

Scheme for Workers.

Mr. Henry Crowther, during a lecture-recital with the gramophone at Belfast, mentioned a scheme which should draw musical workers together. What might be called the mechanical age had been much misunderstood, he said, and instead of being content now that the gramophone and wireless reproduction of music had reached such a pitch of excellence, people should use these means consciously as a step towards the better understanding of music. If those who could sing or play would band themselves together in a new sort of Students' Union for the study of music, he believed a new future for musical art would be opened up. He drew attention to the various musical societies at Belfast, and made a special appeal to the innumerable musical festival competitions to take up membership with these organisations rather than remain in isolation, as such societies would give them great help in developing their talents, and provide an opportunity of deeper musical insight. He mentioned the scheme, which he had originated, of a union of students and teachers of music—choral, orchestral, dramatic art, and grand

POETS' CORNER.

PROHIBITION IN AMERICA.

Prohibition's come to our land permanently to stay,
To radiate prosperity and drive disease away;
To raise the pay of working men and give the children school;
To furnish us with useful things instead of wasteful booze;
To elevate the masses and to build a better race;
To banish crime and sorrow, and to brighten every face;
It is dangerous to break the law, quite vain for wets to shout,
And the Dry Chief will get you if you don't watch out!

Once there was a foolish man who set his heart on drink;
His brain became so fuddled he couldn't clearly think.
He drank away a fortune, he lost all self-control,
He sacrificed his honour, he hazarded his soul,
He became a social outcast, he proved a strong drink a curse,
He sank to lowest level, he went from worse to worse.
You can't fool long with alcohol, 'twill put your wits to rout,
And the Dry Chief will get you if you don't watch out!

That alcohol is poison, our best doctors all agree,
It destroys one's moral fibre and the heart's efficiency.
The drinking-habit, loosing man is now held in disgrace,
And onomy of home and thrift, a menace to the race.
Nothing worse upon the earth than a drunkard's early doom.
The alcoholic addict staggers quickly to the tomb.
Booze and business will not mix, is clear beyond a doubt,
And the Dry Chief will get you if you don't watch out!

—GRENVILLE KLEISER.

TAIPO TOPICS.

(From the United Press Special Parliamentary Journalist and War Correspondent at the Front.)

It is stated that the re-inforced concrete rails and stanchions removed from the Tai-po-cum-Fanling Council's Municipal Pigery at the Fanling Cross Roads are to be melted down in a crucible and recast in the form of a triumphal entrance to Kwanti Racecourse. The first suggestion by the Shatland Circus for dealing with the Kowloon Circus was to erect a balcony on the wall of No. 51 Godown and make a charge of 50 cents per head for tourists to view the attempts of the long suffering private motor car owners in their attempts to find space to park their cars within the white lines. The suggestion, however, has been turned down temporarily as the result of a general "pulling out of thumbs" on the part of those concerned in providing "Parking Space," which up-to-date appears quite good.

With apologies to Longfellow—
Be there a man on the wall of Fanling with soul so dead,
Who never to himself hath said,
When he saw three wagons astern of the train to be shunted at Shatin,
Hebrews 18th and 8th.

The manner in which the pig iron was loaded on to "Diana" and "Mongolian Stag" in the December Handicap "C" and "D" Class yesterday by the handicapper clearly indicates that the Jockey Club are taking a very serious view of the case of the two New Territories owned ponies both running first at the 12th Extra meeting on December 6.

opera societies for the development of music.

Music the Melting Pot.
Mr. Godfrey A. Cooper, addressing the Society of Organists, and finding that music is in the melting-pot has been considering how to choose music for the future. "If in arranging, collecting, or composing our Church music for the future," he said, "we pursue in too furious a manner any particular cult, we shall shorten its life and bring it, sooner or later, into disrepute and consequent neglect. We shall do well to remember that certain chords and clichés of the romantic music of the last century which were extensively used are now generally considered taboo. Nevertheless, in avoiding these our composers have attached themselves to new ones with still more insistency. It was clinging too tenaciously to the modern formulae the result will be obvious. While, therefore, we may rightly pay increased attention to our newer music, and give it greater prominence, we should nevertheless consider the claims of the older music. Secular music should not be enmeshed altogether where it is quite suitable for it must be acknowledged that much of it is charged with a deeper spiritual significance than most avowed religious music. But this matter requires careful handling. We must be sure that the music is sincere. A title or picture on the cover will not alter the music."—"J.G." in the Musical Times.

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The China Mail.

Established 1845.

HONG KONG, SUNDAY, DECEMBER 14, 1930.

1



GETTING THE SIGHT.—The man behind the gun looks as though he meant business in this picture, but he is merely taking a lesson in sight-finding from a Scottish instructor. This scene was taken at Fanling during the Armoured Car Section of the Volunteers' annual camp.—(K. Fujiyama).



SERGEANT MAJOR AND "STRIPES."—A happy group of the Portuguese Section of the H.K.V.D.C., taken during the Company's annual camp at Fanling. The Sergeant-Major seems thoroughly contented, surrounded by equally happy Corporals and Lance-Corporals.—(K. Fujiyama).



BROADCAST RECEPTION.—In striking contrast to the tiny receivers, on which broadcast receiving enthusiasts log their score of foreign stations, is the giant receiving set installed at the Science Museum, Kensington, London, which only picks up the National and Regional Programmes. The installation is to demonstrate detection and amplification of speech and music without distortion and, by providing opportunities for listening to reproduction of nearly uniform quality, so establish a standard of reference for judging the performance of other equipment.—(Sport and General).



MISS 1930.—The Women's Amateur Rowing Association's annual regatta was held at Putney on September 20, the competitors in the various events being most enthusiastic.—The "Clovelly Ladies' Rowing Club" competitors with their jolly-looking mascot.—(Sport and General).



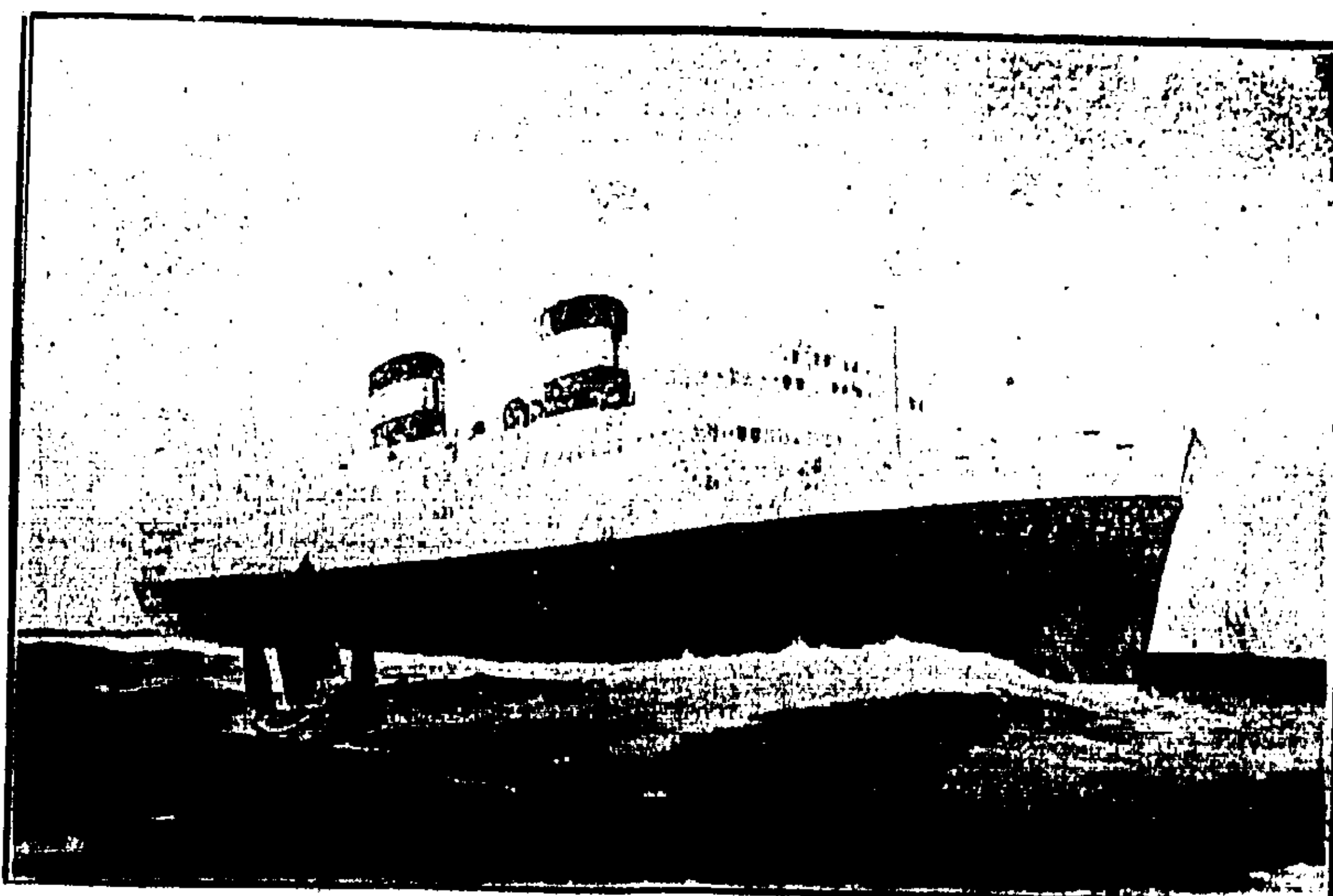
TENNIS CHAMPIONS.—A group of players in the Indian Recreation Club's tennis team, which won the First Division competitions of the Tennis League this year. Left to right (sitting): J. A. Cassumbhoy, S. A. Rungjahn, H. D. Rungjahn; (standing): A. A. Rungjahn, J. S. A. Cureem, A. A. Minu, J. M. A. Razack, and C. A. L. Rungjahn.—(K. Fujiyama).



PORTUGUESE IN CAMP.—A representative photograph of the Portuguese Company of the Hong Kong Volunteer Detachment taken at Fanling last week, where the Company has been under canvas for its annual training.—(K. Fujiyama).



FANLING CAMP.—Our photographer had to climb a steep hill in order to obtain the above panoramic view of the Volunteers' camp at Fanling, but readers will be able to judge for themselves whether the exertion was worth it!—(Photo: K. Fujiyama).



LAUNCHED LAST WEEK.—A fine reproduction of the water colour painting by Fred Ludekens of the magnificent 'President Hoover', the first of the Dollar Steamship Lines' two new \$8,000,000 turbo-electric liners, which was launched by Mrs. Hoover with a bottle of waters collected from the Seven Seas, at Newport News, Virginia, on December 9.



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The WOMAN'S Page



A Smart Afternoon Ensemble.



Very chic is this afternoon frock and coat by "Baroque" in georgette and lace in the new ink-blue shade relieved with shaded pink roses. The sleeves are very new, while the draped hip-yoke of the coat fits in front. (Sport and general.)

"HALO" MILLINERY.

A London correspondent writes in the Straits Times:—

One need not be a saint to wear a halo these days judging from the popularity of the halo style of millinery, in other words, the hat with a raised bandeau that makes an extraordinarily becoming frame for the face, when it is the right face!

They should, I think, be eschewed by those who pride themselves on possessing la beauté de diable."

The double brim, less difficult to wear, is also extremely fashionable, projecting, in panne or satin in a contrasting shade, from under some of the new felt shapes. And trimmings this Autumn, are to be sought under brims, the direct result, of course, of the off-the-face millinery vogue, for they soften what might otherwise be a very trying line.

Sometimes they take the form of feathers, curled under the brim and

tapering off into bandeau effects, sometimes satin is drawn on bandeau style over the forehead, forming a bow under a brim that is sharply turned back.

Even the beret is not exempt from this tendency. On one of



Russian inspiration I saw the other day, made of soft black velvet, a band of pale-blue satin ribbon emerged at the right side and was tied in a bow under the ear.

MIDSEASON DISPLAYS.

Produce Crop Of New Modes.

(By a Paris Fashion Expert.)

Tunic modes were recognised during the Autumn opening as the competitive line that was going to make a "big noise" in Winter fashions. Unless the eye is attuned to the extent that it can observe the passing of a trend and the evolution of a new one elimination is difficult when numberless models pass in review. The mid-season collections, however, automatically carry out the process and make selection less problematic.

Margy Rouff has taken the predicted tunic line and moulded it into a delightful afternoon mode in satin or crepe roman. The line of these tunics is measured according to a coat length that tips a hem in the same material about twelve inches deep in lairage or heavy crepe.

Contrasting colours are only seen in the case of black. A velum-toned crepe roman in one example that shows a black astrakhan-trimmed bow at one side of the neckline to indicate the new mood for collarless coats. The fur is repeated in the form of a long wide cuff that flaps in an interesting manner away from the tight coat-sleeves at the sides.

Brown astrakhan achieves an excellent contrast on the matrix-turquoise blue coarse lairage of another coat—but it is only applied to the wrapover point at the hemline and at the end of a scarf tab. This likewise substitutes a collar, and is decorated with machine-stitched discs resembling same tone of turquoise blue in a quilted design. Soft satin in the used to model the tunic.

As the vogue for tunics develops, chemisier styles for ordinary wear, with shirt-waist fronts and pockets below the waist-belt, approach a modified version of the farmer's smock.

Brugere gives prominence to gentian blue in a most interesting contribution to the mid-season collections. This young couturiere has undoubtedly "arrived." It is not surprising, since an element of sophisticated simplicity and elegance characterises an extremely special "genre." Details are part of the general scheme, but they are embraced in clever ground work—particularly when narrow-striped jersey cloth is used for all-in-one dresses and smart three-piece suits.

Plain lairage overcoats, too, are a special feature with decorative motifs expressed in embroidered perforations and quilted stitchings round collar and cuffs. Gentian blue figures in the former class with white angora stripes, and in one instance a slim-shaped peplum defines an excellent change from the chemisier group. This particular model carries a scarf, consisting of one part plain white angora wool and two parts plain blue jersey, which is knotted at the pointed ends to fall in a cowl drape over a high square neck-line.

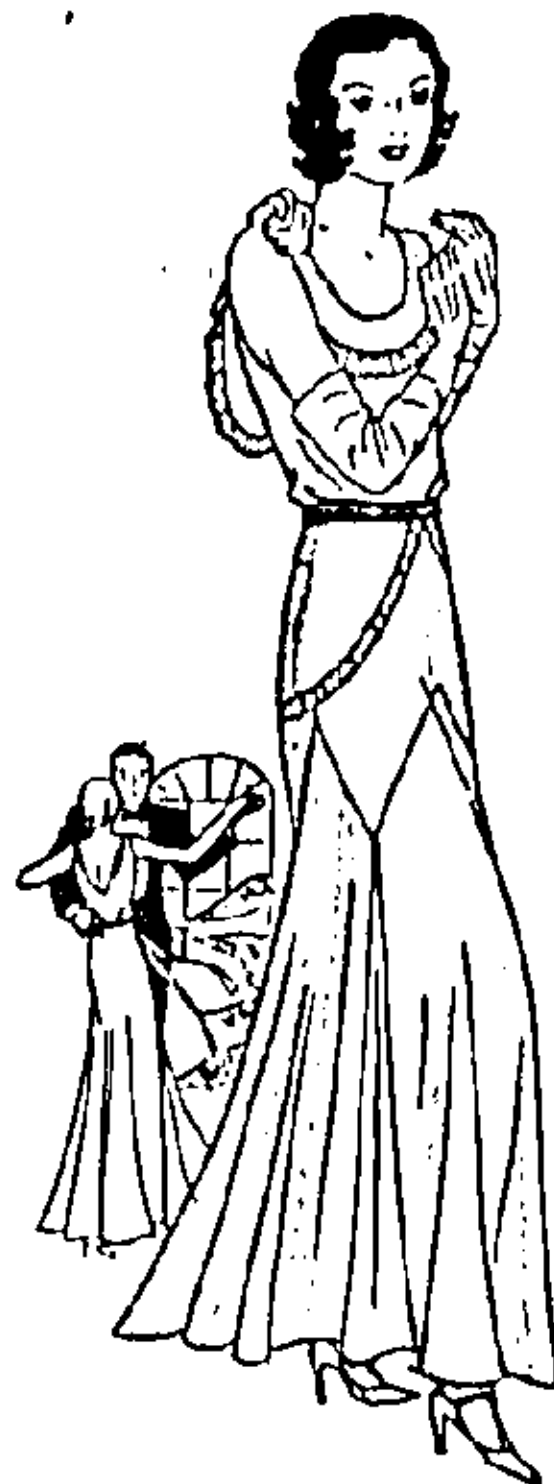
A difference in costume materials is exploited in the nature of nouveauté dress lairage—such as Rodier's "rénelle," and encourages another styling from jersey. These costumes are made on neat straight lines in plain dark colours, with coats to flatter at half length and a tendency towards a slight side wrapover.

Collars are eliminated from these modes and substituted by separate matching scarves—which are from the ordinary. They are manipulated in an original manner to point on to a button at the back of a neck-line and crossover in front, or, maybe, at one side to hang in a short draped movement. —Daily Telegraph.

HEALTH AND BEAUTY.

Half a teaspoonful of powdered alum in a tumbler of warm water used as a gargle will do much to stop a cold if you take it in time.

To make the eyebrows darker and thicker, try using a soft toothbrush



and a little vaseline every other night.

If you are too thin and suffer also from indigestion in any form, you will be well advised to eat only light, digestible food, and, in addition, to drink plenty of milk daily, and get nine hours' sleep if possible.

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WOMAN'S JOB.

"Downward Trend" At 32.

AMERICAN EXPERT'S VIEW.

Dr. John B. Watson, the founder of the American psychological principle of "Behaviourism," declares that beauty and charm are more important to a woman than brains.

A university education for a girl, Dr. Watson thinks, is of little use, if any. Young women, he says, should be done with all that at nineteen, and if they insist on matriculating at a university, "doubtless that is as good a place for them to grow up in as any other place."

Dr. Watson believes the only career for a woman is marriage; and if she takes up business it is "primarily an escape. "Why can't a woman take up art or music or sport for her escape?"

"Experience in love or business," he goes on, "does not necessarily heighten a woman's desirability. The ideal marriage is between a woman of 20 and a man of 35. At these ages there is the best chance for happiness. My own daughter married at eighteen, and I agreed to it, provided that she did not have a child until she knew her marriage was successful, and provided, too, that she was willing to risk a 25 per cent. loss of physical health and beauty."

The Best Job of All.

Women do not develop at their best in business.

"Women blossom best in atmosphere of leisure and serenity. A strenuous business life is exhilarating for a man, but not for a woman. It wears a woman down and makes her old. This talk of business experience being good for a wife is rot. Marriage is a woman's best job. It is an interesting and difficult and demanding job. What can the business world offer a woman as interesting as marriage?"

"The woman who leaves her home for eight hours per day in an office and \$5 per week is lacking in imagination. Making a success as a wife is a whole-time job. What does a husband want when he comes home at night from a busy day. A wife who can talk to him intelligently about business? Not at all. Does he want a wife who has a mature understanding of life because she has gone through the mill herself? He does not. He wants to come home to a wife who is fresh and charming and restful, in a pleasant and well-ordered and beautiful home that she has created."

"If there isn't enough in keeping her home to keep a wife busy, she can spend some time sleeping, so that she will be fresh and radiant in the evening."

The Best Ages.

Instead of spending their twenties going to business, Dr. Watson advises young girls to be making ready for marriage. That is far more important for their future welfare and their future happiness.

"A woman is at her best between 18 and 28. For the next four years she remains at a level, and after 32 the downward curve begins. A man, however, does not reach his prime until 35, and his best years are from 35 to 50. It is difficult, and often impossible, for a woman of 40 to be smart and beautiful and appear young. A man, however, is different. I have seen too many tragic wives, old at 40, married to husbands, young at 40."

The American woman at 30, he says, is not so well situated as the European woman. The American woman has been allowed to do much as she likes from the age of 15 onward, being free and unchaperoned. When she reaches 30

A Delight to the Eye.



The charm of the revived "off-the-shoulder" line is shown to perfection in the exquisite design by Baroque. Pompadour green taffeta with a blurred design in multi-colour, lavishly embroidered by hand with brilliant tinsel thread in silver is used for this delightful model. Note the deep sounce with basque effect, one of the leading features of the season's evening frocks.

TRIMMINGS.

she becomes the victim of an inferiority complex. She fears the rival charms of the 23-year-old woman, and then she seeks to emphasise other value of attractiveness.



The European woman, however, who has been restrained by more rigid schooling and arranged marriages, develops, by the time she is 30, a superior dignity.

While the new day and evening dresses follow a stream-line effect, blouses grow more elaborate in cut and trimming. At the recent Paris showings there were many attempts to give importance to this interesting accessory.

One designer has introduced a tuck-in blouse for evening wear. This is made of multi-coloured lame with a plain V-decolletage, trimmed with a killed jabot of the metal fabric. Worn with a flared long skirt of black satin, it certainly looked chic and original among the more orthodox evening dresses in this collection.

Attempts are also being made to popularise tunics of silver and gold tinsel for the evening, worn over a separate skirt of black satin. This would make an attractive ensemble for smart indoor occasions, especially for Bridge and the cocktail.

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Lay Vicars of Westminster Abbey.
B-3592 { What Archibald Says, Goes (Castling) Gracie Fields.
Falling in Love Again (Film: "The Blue Angel")
Gracie Fields.
C-2019 { O Man, Thy Grievous Sin Remains
(1st & 2nd Records) "St. Matthew Passion"—Bach.
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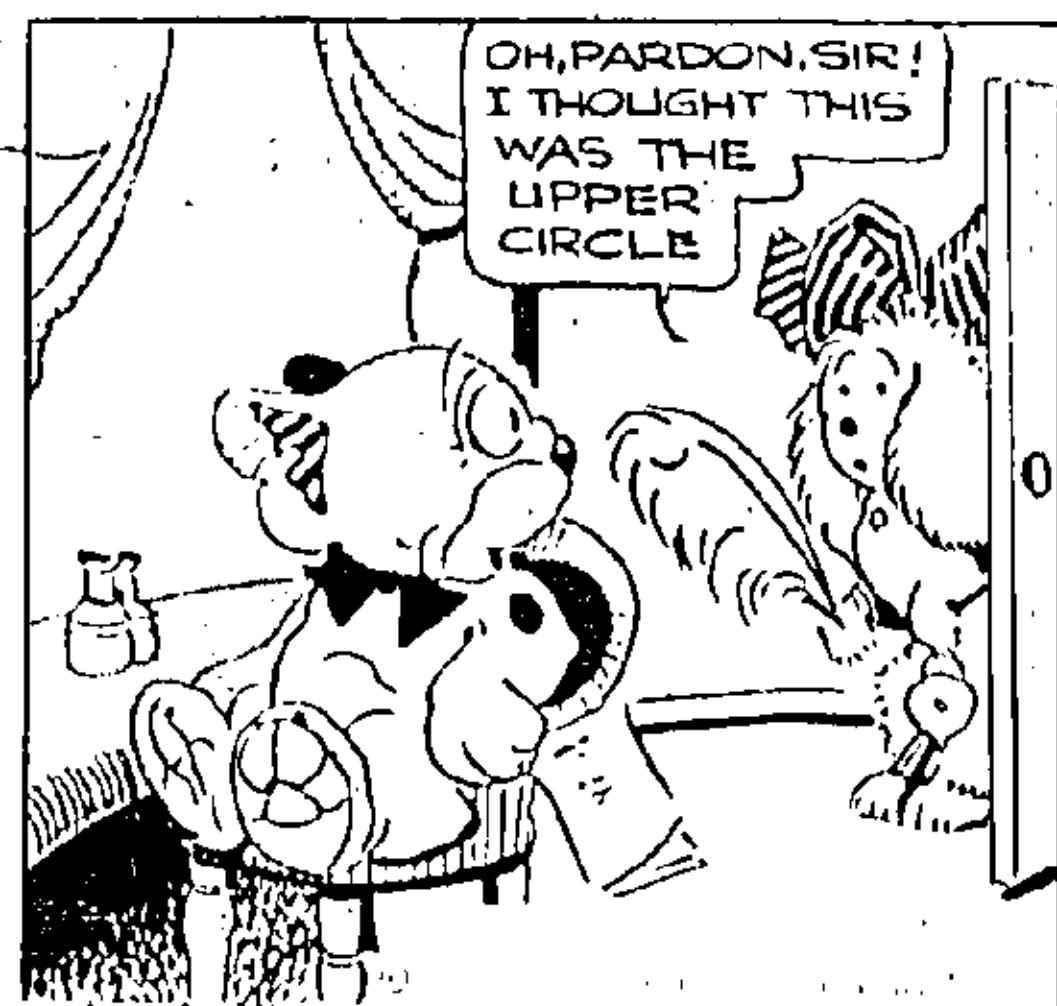
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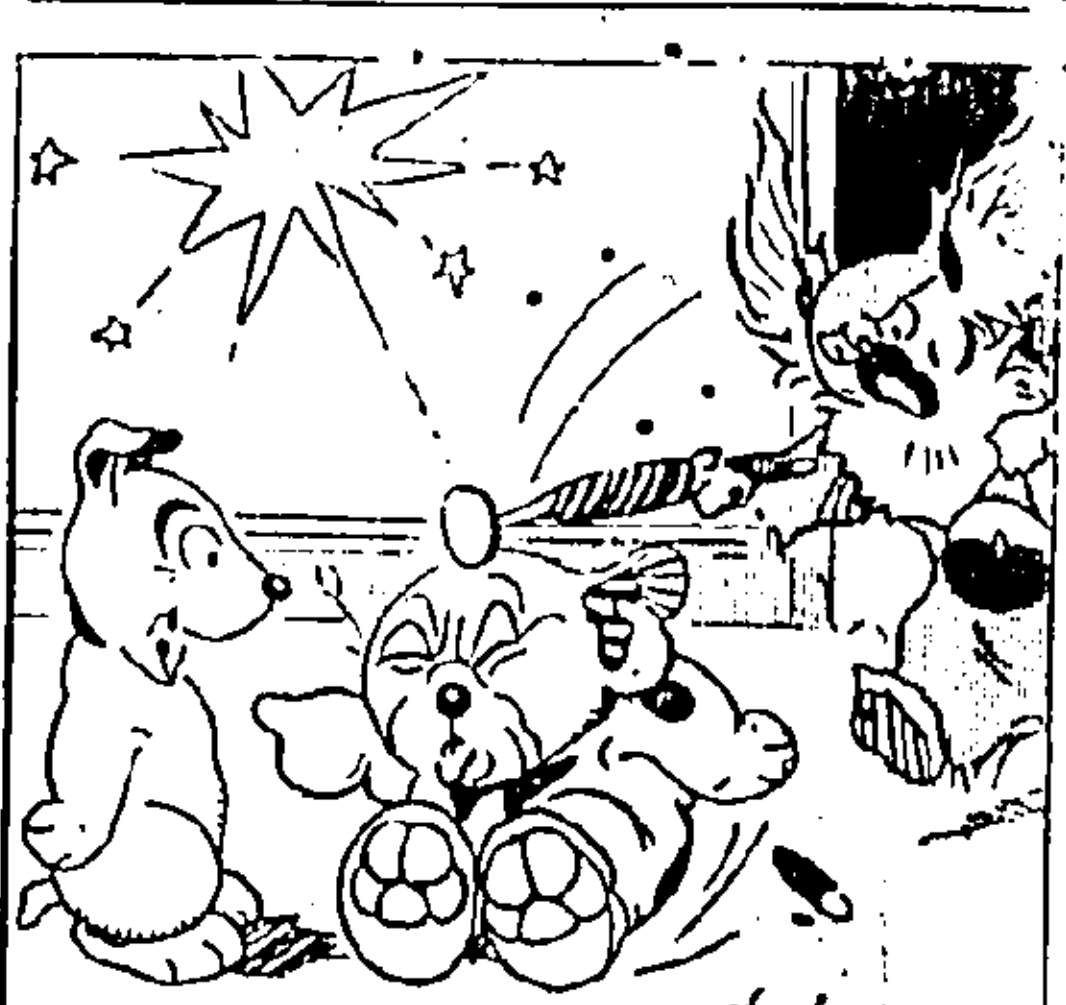
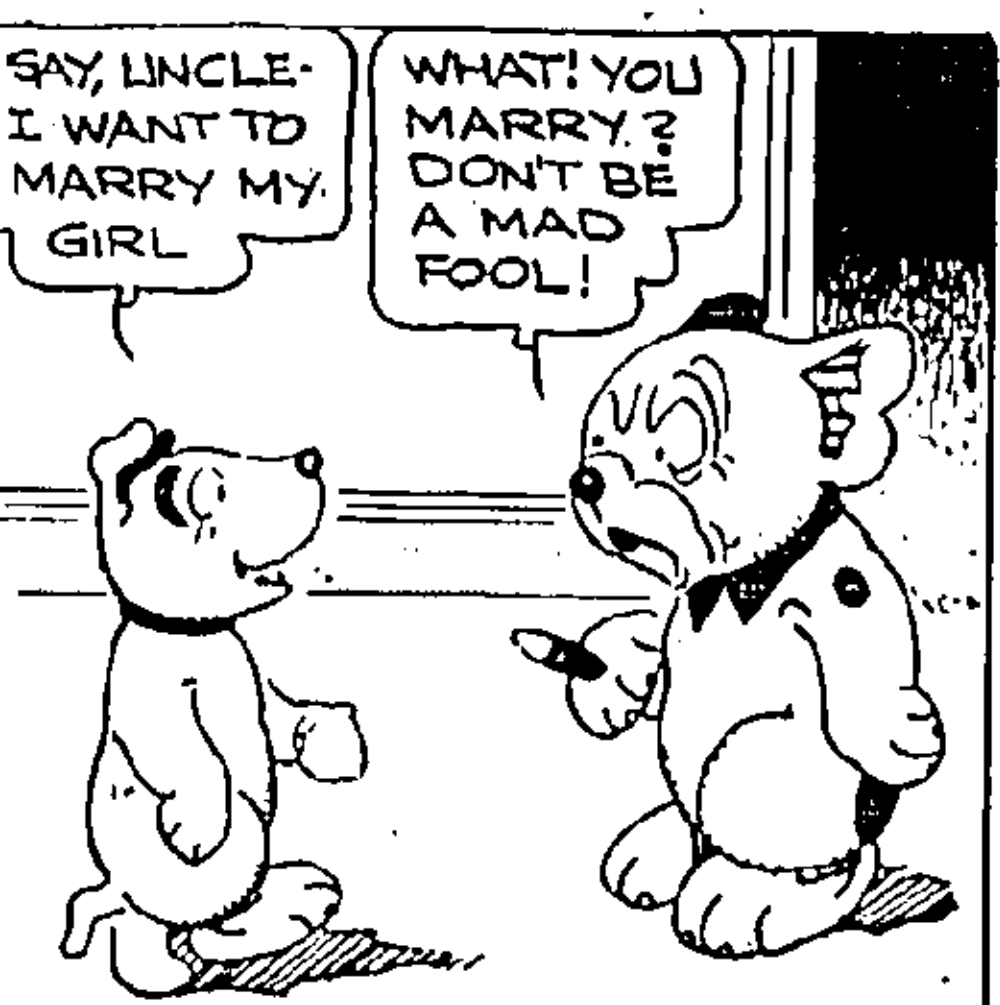
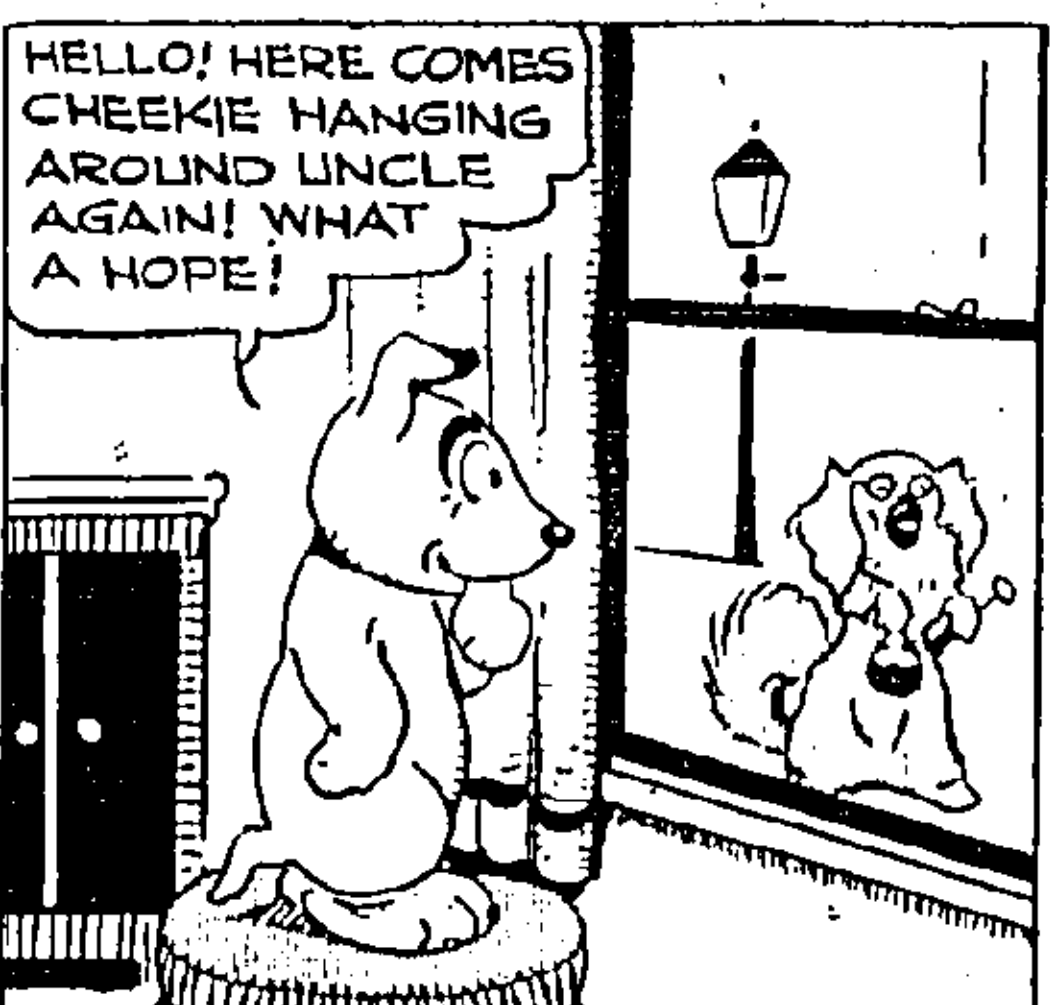
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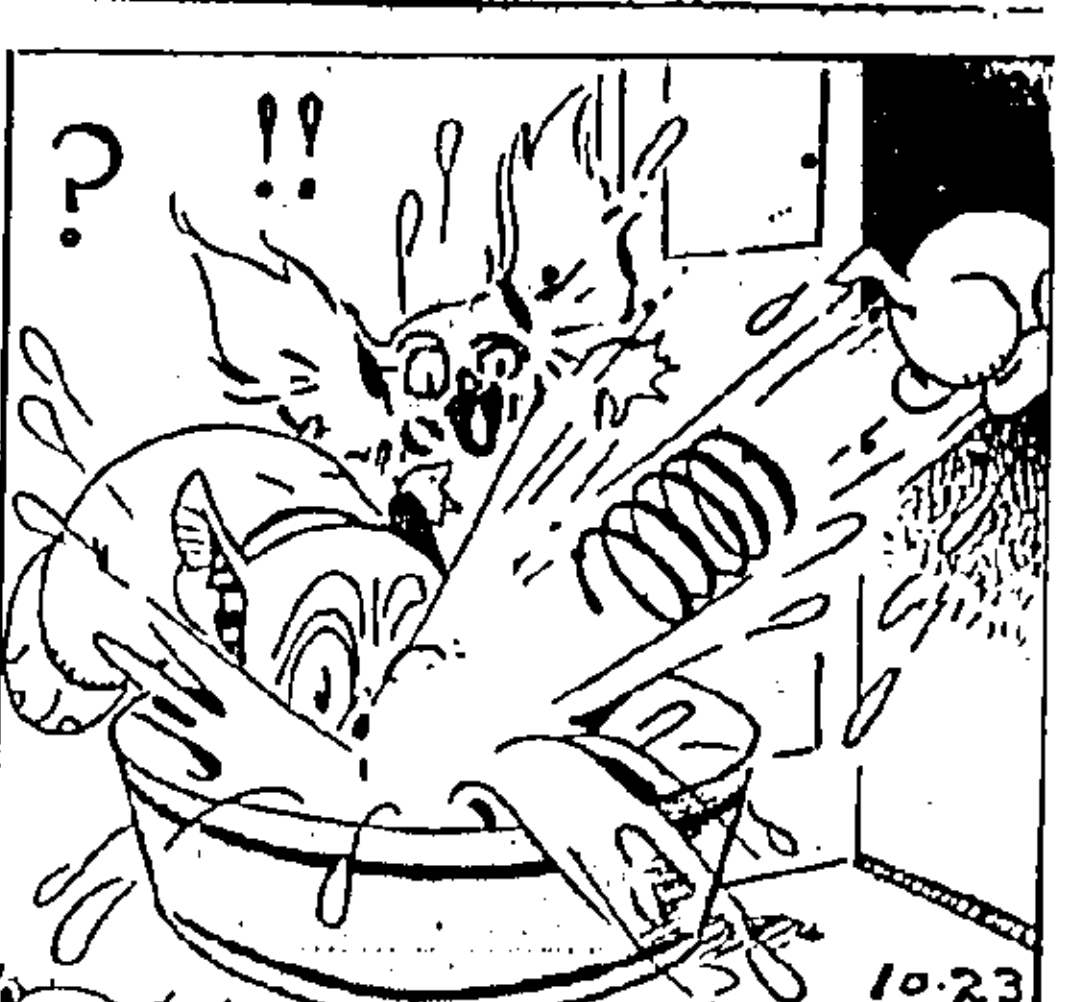
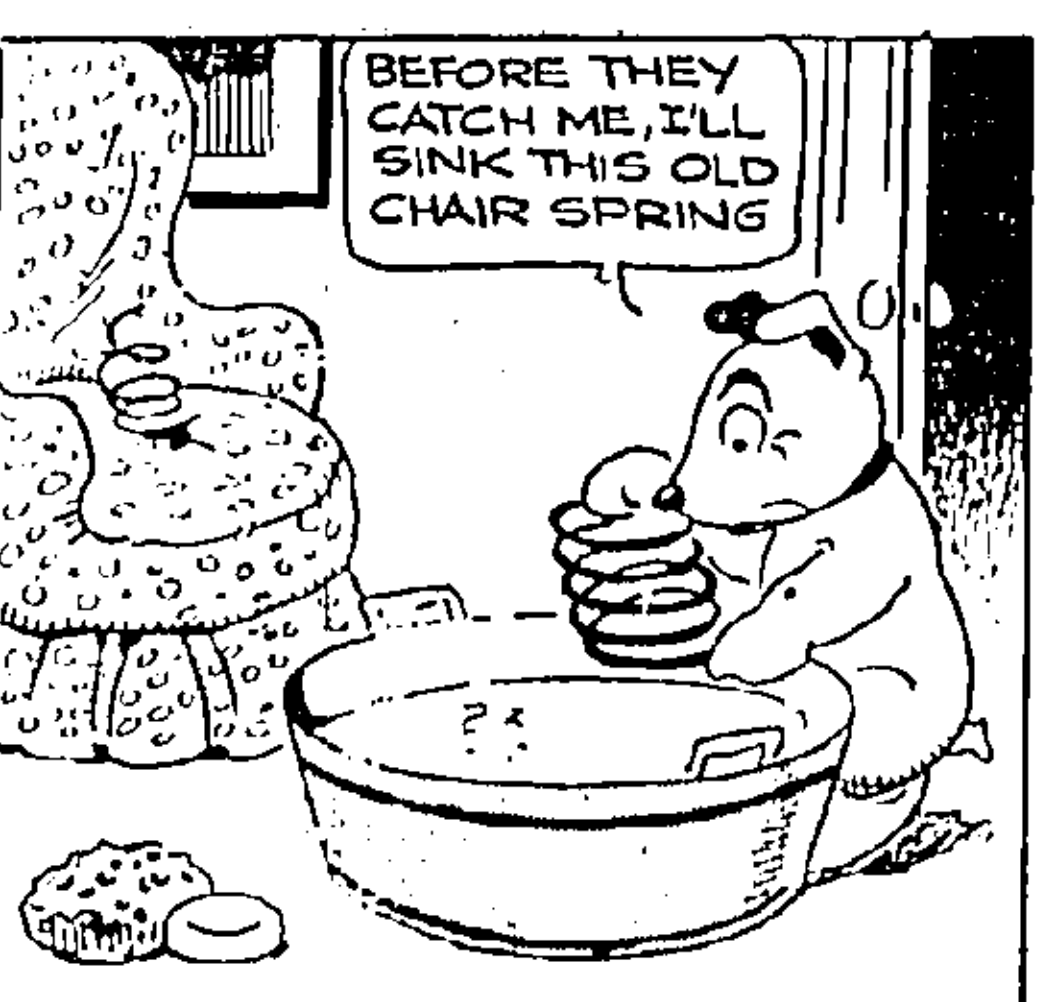
FOOD FOR THOUGHT!

Just think only a little over a week 'til Christmas and you will be right in with "Ye Merry Parties"
"Shopper Early" has been the order of the day for a while but some things could stand over. Whether you require those things now or wish to have them reserved call or 'phone and you will have delivery just when you want the goods.

BUTCHERY AND GROCERY DEPARTMENTS
CHRISTMAS FARE IN ABUNDANCE.
"Most - for - Your - Money - Stores."

**THE
PENINSULA HOTEL STORES**

(The Hong Kong & Shanghai Hotels, Ltd.)
Telephone 58081 Peninsula Hotel, Nathan Rd. Kowloon.

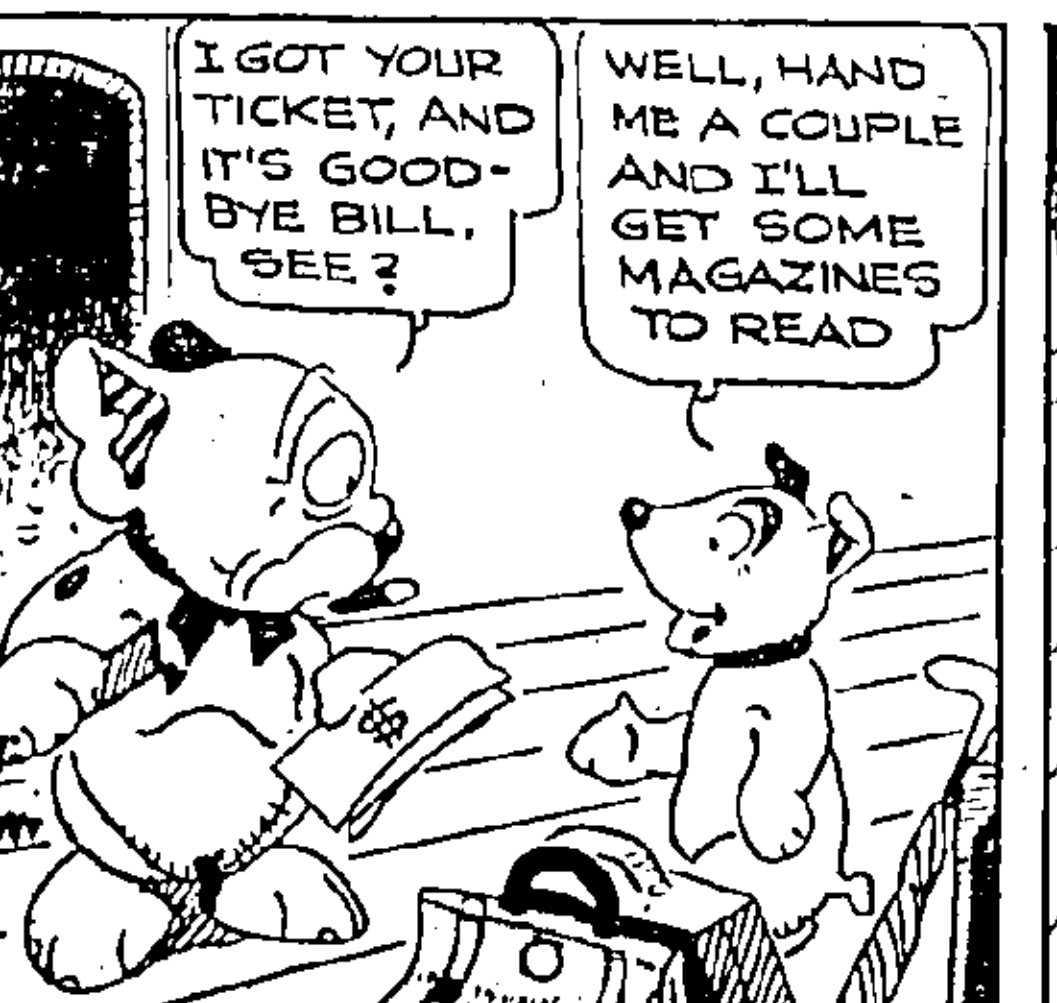


La Mode Beauty Shop

FOR
LADIES and GENTLEMEN.

**Hairdressing and Manicure
by Expert Operators in
Hygienic Surroundings.**

TO BE WELL GROOMED, PAY US A VISIT
39A, QUEEN'S ROAD CENTRAL. 1st Floor.
Entrance Pandora.



WHITEAWAYS FOR CHRISTMAS GIFTS

FOR PRESENTS THAT ALL FRIENDS AND RELATIONS WILL APPRECIATE

COME TO

WHITEAWAYS

THE PROBLEM OF CHOOSING THE RIGHT GIFT FOR THE RIGHT PERSON WILL BE SOLVED EASILY FOR YOU BY VISITING OUR STORE AND LOOKING OVER OUR LARGE DISPLAYS OF SUITABLE GIFTS FOR ALL. COME EARLY AND CHOOSE NOW. THERE ARE GIFTS FOR BOTH OLD AND YOUNG.

THE FINEST COLLECTION OF TOYS, GAMES, CRACKERS & PARTY NOVELTIES IN TOWN.

OUR STORE WILL REMAIN OPEN TILL 6 O'CLOCK EVERY EVENING TILL XMAS.

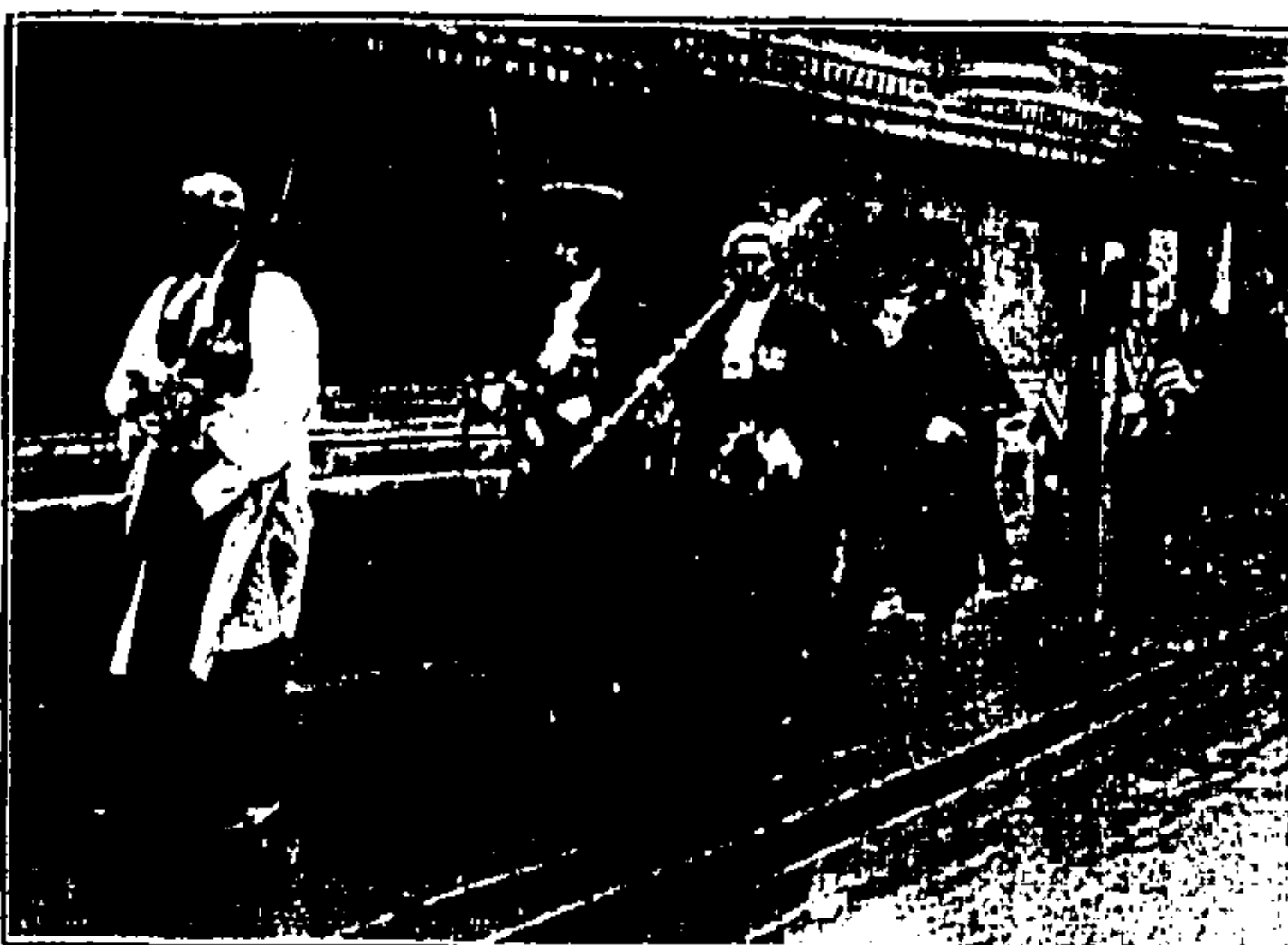
WHITEAWAY, LAIDLAW & CO., LTD. 20, Des Voeux Rd., Central, Hong Kong.



DECIDEDLY FISHY.—The herring season is now in full swing when the trawlers bring their cargoes of the fish into Yarmouth, Grimsby, etc. Hundreds of fisher girls come down annually from Scotland to prepare and pack the fish into barrels, work at which they are adept — to be sent not only throughout the British Isles, but almost all over Europe. — (Sport and General.)



MARRYING HIS WIFE.—Mr. and Mrs. Edward Woodings, whose marriage was solemnised civilly at Johannesburg, South Africa three years before had their marriage blessed at a service held at St. Martin-in-the-Fields, London, on September 26, the third anniversary of their marriage. Theatrical engagements had prevented the religious ceremony being performed before this date. — (Sport and General.)



LONDON'S LORD MAYOR.—The picturesque ceremony of electing the Lord Mayor, which has not altered in any detail for centuries past, was performed at the Guildhall on September 29, when Alderman Phene Neill was elected. He is the first practicing solicitor to occupy the position for over half a century. — (Sport and General.)



NEW AIR MINISTER.—Lord Amulree, formerly Sir Wm. Mackenzie, who succeeds the late Lord Thomson as Secretary of State for Air. — (Sport and General.)



"OH! FOR A LITTLE PEACE!"—A prize-winner's prayer at the Fekke Club's Show at St. Marylebone Hall, London. An amusing scene. Mrs. Bogan's "Pung Chow Nee of Tyd" is entirely "fed up." Having won 300 prizes he thinks he deserves a little rest. — (Sport and General.)

THE FOTH

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has attained immense popularity in a very short time owing to the numerous advantages which it has to offer, above all the

2 1/4 x 3 1/4.

FOTH DOUBLE ANASTIGMATIC LENS

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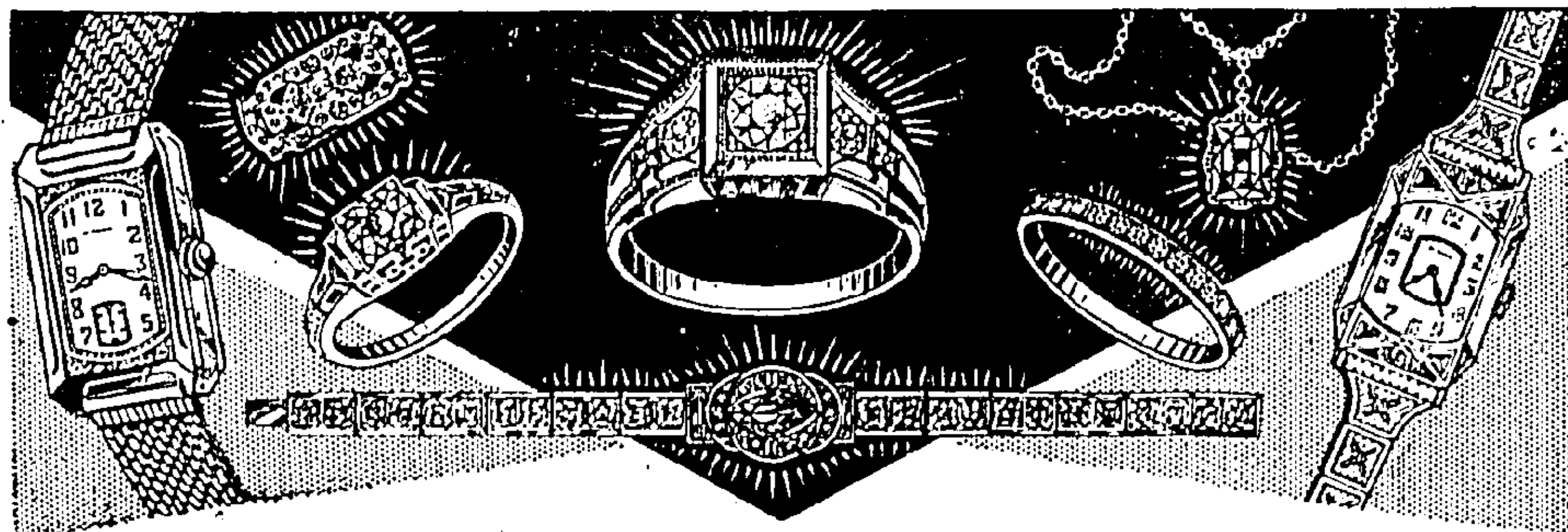
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ULLMANN'S

IS WHERE THE

LATEST NOVELTIES

CAN BE SELECTED AT A REASONABLE PRICE.

J. ULLMANN & CO.



MODERN AUTHOR.—Godfrey Winn, one of our noted young "modernists," has already at the age of 22, achieved fame as a novelist and actor. He was on the stage for three years, playing lead in "The Rising Generation," juvenile lead in "The Marquise," and has also starred in a film called "Blighy." His two novels called "Dreams Fade" and "Squirrel's Cage," were published by Duckworth in 1928 and 1929, while a new one called "They Loved" will come out in the Spring. Bridge and lawn tennis are his hobbies. A recent portrait of Godfrey Winn. — (Sport and General.)



AMERICAN COMEDienne.—Miss Sophie Tucker, the well-known film and stage star, now playing the lead in "Follow a Star" at the Winter Garden Theatre, London, is seen "at home" in her suite at Grosvenor House, Park Lane, London. — (Sport and General.)

THE CHEMIST'S OPINION



THE CHEMIST:—

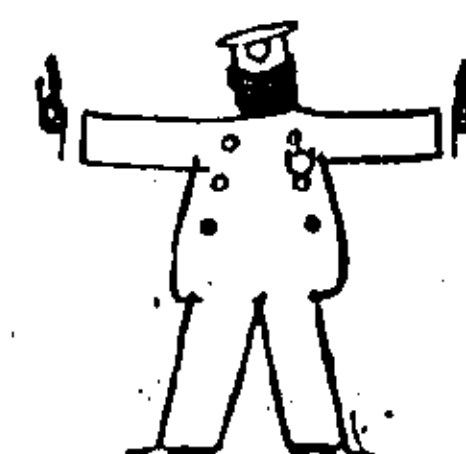
If you want a good medicine, don't forget

MAGNESIUM-PERHYDROL

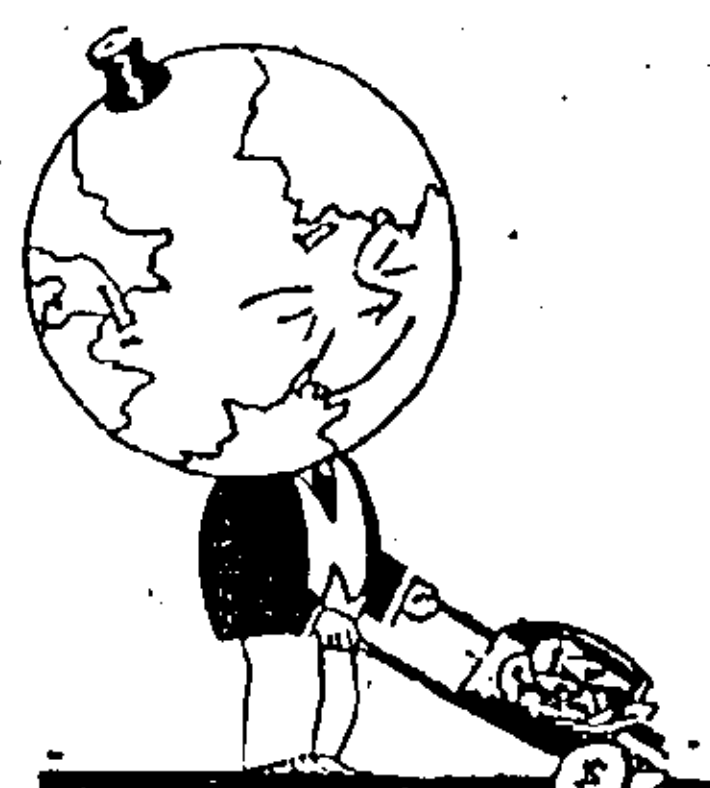
Many of my customers are old friends of this preparation, even taking it with them when travelling. After heavy meals when suffering from acid stomach, dyspepsia, or that uncomfortable feeling of oppression, they take a few Tablets which put them right again. I can always supply you with the original product as made by E. Merck, of Darmstadt.

In tablets and powder form
From all Dispensaries and Leading Stores.

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and consider the importance of sending in your information for the 1931 issue of the HONG KONG DOLLAR DIRECTORY



THE WORLD'S BEST DOLLAR'S WORTH



containing all the facts, important data and directory information concerning the Colony.

We propose that you give this your immediate attention,



and request that you do not delay in supplying us with the necessary particulars for our new 1931 DIRECTORY.

A SURE WINNER!



THE HONG KONG DOLLAR DIRECTORY CO.
China Mail Building - - - 3a, Wyndham Street.

EASY VICTORY FOR APOLLO

(Continued from Page 1.)

Apollo was taken up the incline to the Rock in masterly manner. Mr. Frost letting his mount go after that. As a result, Apollo came home to win as he liked, and there was nothing else in the race all the way through. Mr. Heard staged a good finish to beat Nationalist fairly easily for second place. The winner ran splendidly, and has never looked in better shape. Fair Sport was out of its class.

6.—December Handicap: "B" Class. One Mile.—For China Ponies. Top weight not to exceed 171 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$125. 3rd Prize: \$75.

D. Wilson's Mongolian Stag 167 lb. (Mr. Heard) 1
Artik's Country Club 160 lb. (Mr. Frost) 2
S. To Wong's Shiny Pearl 140 lb. (Mr. Backhouse) 3
E. L. Hosie's Teuchit 160 lb. (Mr. G. U. da Rosa) 4
Also ran: Andantino 140 lb. (Mr. Y. T. Fung); Duke of Normandy II 160 lb. (Mr. Harriman); Heretofore 146 lb. (Mr. Ip Kuy-ying); Kiri-billi 140 lb. (Mr. Bramwell); The Jamaica 140 lb. (Mr. Proulx).

Won by 1/2 length; 3 lengths.
Time: 2 mins. 08.1/5 secs.
Parl-mutuel, winner \$10.80; places, 1st \$6.90; 2nd \$18.40; 3rd \$36.00.

Winner Places
Mongolian Stag 1049 1315
Teuchit 874 589
Duke of Normandy II 343 459
Kiri-billi 276 422
Country Club 125 194
Heretofore 68 232
Shiny Pearl 60 84
Andantino 59 155
The Jamaica 66 41
Mongolian Stag was made the favourite, after a typical "Heard" race. Teuchit was nosed out of the money at the finish, after being well to the fore—in fact, leading—to the distance. Mr. Heard evidently realised that he had not much to beat, and let Teuchit and Shiny Pearl make the running until coming down the straight, when he came away to win easily. The distance again proved too much for Teuchit. Shiny Pearl ran in greatly-improved form to pay \$36 for third place.

6.—Hong Kong Autumn Sub-Griffins Champions: One and a Quarter Miles.—For China Ponies. Subscription Griffins of this Club of this season. Winners only. Weight for inches as per scale. Entrance Fee \$10. 1st Prize: \$75. 2nd Prize: \$300. 3rd Prize: \$200.

Mrs. Pearce's Tonbridge 155 lb. (Mr. G. U. da Rosa) 1
Ho Kom-tong's Bridge Hall 163 lb. (Mr. Heard) 2
Start & Lobel's Tango 155 lb. (Mr. Harriman)
Also ran: Ostris 153 lb. (Mr. Charles); Shanghai Beau 155 lb. (Mr. Frost).
Won by 2 lengths; short head.
Time: 2 mins. 45.3/5 secs.
Parl-mutuel, winner \$38.10; places, 1st \$10.90; 2nd \$9.70.

7.—December Handicap: "C" Class. One Mile.—For China Ponies. Top weight not to exceed 171 lb. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$200. 3rd Prize: \$100.

Artik's Cream Cracker 147 lb. (Mr. S. N. Pan) 1
Mrs. R. M. Austin's Armony 171 lb. (Mr. Charles) 2
Heard's Christmas Belle 168 lb. (Mr. Heard) 3
Mrs. Pearce's Pacey 157 lb. (Mr. G. U. da Rosa) 4
Also ran: City Hall 152 lb. (Mr. Reidy); Diana 167 lb. (Mr. Harriman); Discard 140 lb. (Mr. Ip Kuy-ying); Gay Caballero 140 lb. (S. Y. Liang); Iron Blood 140 lb. (Mr. Y. T. Fung); Monk 144 lb. (Mr. Y. M. Loo); Mount Elburz 144 lb. (Mr. Proulx); Pagoda 141 lb. (Mr. Fawcett).

Won by 3 lengths; a neck.
Time: 2 mins. 07.4/5 secs.
Parl-mutuel, winner \$110.00; places, 1st \$17.30; 2nd \$45.60; 3rd \$9.10, Christmas Bell \$3.20.

Winner Places
Christmas Bell 1001 1258
City Hall 785 1020
Diana 315 431
Pacey 308 376
Mount Elburz 233 404
Cream Cracker 125 254
Gay Caballero 71 113

Monk 63 76
Discord 44 70
Armony 35 77
Iron Blood 32 62
Pagoda 16 48

Gay-Caballero was fanned in some quarters for this event, and ran in much improved form with-out catching the judge's eye. The result was somewhat of a surprise, Cream Cracker coming in to pay after a tame race. There was a keen struggle for second and third place, Armony being only a neck ahead of the pair who dead-heated for third place. Diana was over-weighted, and never showed up at all. Iron Blood finished last, being pulled up lame. The winning dividend was the best of the day—\$110.00.

8.—Extra Meetings Consolation Stakes: One Mile.—For China Ponies that have started in at least five extra meetings in Hong Kong this year and have not won; to be ridden by jockeys who have not won five flat races anywhere at any time. Weight for inches as per scale. Subscription Griffins of this Club of this season allowed 5 lb. Jockeys 2 lb. extra for each race won. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$200. 3rd Prize: \$100.

Evo's New Year's Eve 157 lb. (Mr. Y. T. Fung) 1
Hau Un's Misty Eve 168 lb. (Mr. Lobel) 2
Ho Kom-tong's Majestic Hall 163 lb. (Mr. Ip Kuy-ying) 3
Also ran: One Third 168 lb. (Mr. Yue Shun-wa); The Goods 169 lb. (Mr. Bramwell).
Won by 2 lengths; 3 lengths.
Time: 2 mins. 05.2/5 secs.
Parl-mutuel, winner \$59.50; places, 1st \$15.20; 2nd \$16.30.

Winner Places
Majestic Hall 2361 1655
Misty Eve 503 357
New Year's Eve 439 413
The Goods 321 210
One Third 177 188
New Year's Eve came home to win this race comfortably from two fancied candidates in Misty Eve and Majestic Hall. The latter ran in very unimpressive form, the race lying between the two Evo entries from the start. The Goods and One Third never looked like doing anything. Mr. Fung is to be congratulated upon his excellent riding on the winner.

OFFICIALS.
Officials for the meeting were:—

Patron: H.E. Sir William Peel, K.B.E., C.M.G.
Honorary Stewards: H.E. Admiral Sir A. K. Winstell, K.C.B.; H.E. Major-General James Walter Sandilands, C.B., C.M.G., D.S.O.; Captain Arthur Horace Walker, O.B.E.
Stewards: Hon. Mr. C. Gordon Mackie (Chairman), Mr. R. M. Dyer,

O.R.E., Mr. V. M. Grayburn, Sir Joseph Kemp, Kt., O.B.E., Hon. Mr. J. J. Patterson, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester, In Charge of the Scales: Mr. R. M. Dyer, Hon. Mr. J. J. Patterson, Clerk of the Course: Mr. T. E. Pearce.
Judge: Mr. P. Tester.
Assistant Judge: Mr. P. M. Hodgson.
Starter: Mr. S. A. Sleep.
Second Starter: Mr. M. O. Marriot.
In Charge of the Paddock: Major P. R. Roche Kelly.
In Charge of Parl-mutuel: Mr. H. B. L. Dowbiggin.
Handicapper: Mr. C. M. S. Alves.
Timekeeper: Mr. A. E. S. Alves.
Scribe: Mr. J. C. Macgown.
Hon. Veterinary Surgeon: Major F. R. Roche Kelly, Mr. L. Reidy.
Official Measurer: Mr. H. C. Watson, M.R.C.V.S.
Secretary: Mr. C. Bernard Brown.
Treasurer: Messrs. Limited & Davis.

Band Music.
By kind permission of Lieut. Col. R. G. MacLaine, M.C., and Officers, the Band of the 2nd Battalion The Argyll & Sutherland Highlanders played the following programme of music during the afternoon:—
March: "The Girl on the Cliff" (Souza).
Siciliana: "Folk Songs" (Williams).
Selection: "Community Land" (Somers).
Two Pieces: (a) "Stein Song" (Colcord); (b) "We're All Happy" (Lealio).
Selection: "Sons O' Guns" (Swanstrom).
Excerpts from "Chasing Rainbows" (Yellen).
Selection: "Madame Pompadour" (Fall).
Medley: "Christmas Fare" (Winters).
Finale: "The Hussar's Ride" (Winters).
Regimental March: "In the Garb of Old Gaul".
Conductor: C. S. Boat, A.R.C.M., Bandmaster.

RADIOL TREATMENT
prolongs the life of a horse's legs, and prevents the formation of old hard and soft swellings. Also removes by radiation, Sprained tendons, Wind-galls, Dog Spavins, etc.
NO BLISTER! NO LAYING UP! NO HAIR REMOVED.
RADIOL is very beneficial for use on human beings, and marvellously quick in allaying pain in cases of sprains, neuritis, and rheumatic affections.
Obtainable from all Chemists.
THE RADIOL COMPANY,
31 EAST HILL,
WANDSWORTH, LONDON, Eng.

BUY YOUR

USEFUL *Gifts*

AT

YEE SANG FAT

AND SAVE YOUR MONEY!

We have just received a large shipment of Winter Goods for Ladies, Gentlemen and Children, which are most suitable for Christmas Presents, and the Prices are marked to suit everyone.

FOR GENTS:—

Felt Hats.
Gloves.
Pullover.
Cardigans.
Woollen Waistcoats.
Woollen Underwear.
Neckwear.
Silk Shirts.
Dress Shirts.
Bath Gowns.
Dressing Gowns.
Hosiery.
Ash Trays.
etc., etc..

FOR LADIES:—

Felt Millinery.
Hand Bags.
Gloves.
Scarfs & Bags to match.
Silk Hosiery.
Silk Underwear.
Silk Pyjamas.
Felt Slippers.
Manicure Sets.
Powder Boxes.
Scent Sprays.
Fancy Handkerchiefs.
Evening Handbags.
etc., etc..

SPECIAL PRICES IN

WOOLLEN BLANKETS, TRAVELLING RUGS, DOWN QUILTS, TRUNKS, CHRISTMAS CARDS.

YEE SANG FAT

THE HONG KONG BARGAIN HOUSE
16, Queen's Road Central.

Hotel Cecil

Christmas Eve
DINNER.
Orange Cocktail.
Alexandra Cream Soup.
Fish a la Hotel Cecil.
Tournedos a la Monte Carlo.
Iced Asparagus, Mayonnaise.
Roast Saddle of Lamb.
Red Currant Jelly.
Roast Turkey & Ham.
Boiled Potatoes.
Roast Potatoes.
Cauliflower.
Plum Pudding.
New York Sundae.
Cheese.
Dessert.
Coffee or Coffee H.A.G.

Dine and Dance at
The Hotel Cecil
WHERE the bon-vivants and the epicures find their most enjoyable and inspiring environment... where good fellowship abounds and good food thrills... where zest and zeal for enjoyment is the keynote... such is place for you and party to welcome in the
CHRISTMAS AND NEW YEAR
Book Your Table Now
\$5 per cover.
Phone 26654.

FORGET THE STATE OF THE DOLLAR.
JOIN IN OUR
CHRISTMAS AND NEW YEAR JOLLIFICATIONS.
Daily Tiffin \$1.10. Dinner \$1.30.

New Year's Eve
DINNER.
Hors d'Oeuvre.
Asparagus Cream Soup.
Filet of Garoupa, Condorcet.
Lamb Chop Culet & Green Peas.
Pate de Foie Gras in Aspic.
Filet de Boeuf Roli.
Pommes Fondantes.
Roast Turkey & Ham.
Boiled Potatoes.
Roast Potatoes.
French Beans.
Plum Pudding.
Orange Jelly.
Cheese.
Dessert.
Coffee or Coffee H.A.G.

If you want him to appreciate the gift as well as the sentiment—

SEND HIM
Three Castles
CIGARETTES

AN ... ANNOUNCEMENT

Worthy of Fanfare and Flourish because of
its Paramount Importance to the Community
is the opening of the

Kohinoor Silk Store

QUEEN'S ROAD CENTRAL.
ON
MONDAY, DECEMBER 15th.

HERE an excellent and choice
selection of the latest Silks
and Silk Goods, plain, striped,
printed and embroidered in all
the Fashionable Colours and
Designs, are being displayed.

We have also a large and
attractive selection of Dainty
Articles suitable for

CHRISTMAS GIFTS

ALL ON VIEW AT OUR
GRAND OPENING

CHRISTMAS SALE TO-MORROW

THE KOHINOOR SILK STORE
CORNER OF CHINA BUILDING,
QUEEN'S ROAD CENTRAL.



GIFTS FOR MOTHER
AT
WHITEAWAYS
GLOVES IN SILK, FABRIC OR KID.
Latest Styles
\$3.95 to \$11.50.
HANDKERCHIEFS
White and Coloured, neatly embroidered and lace
edged. Neat Fancy Boxes.
\$1.95 to \$8.50 Box.
SCARVES, NECKWEAR, HANDBAGS,
ETC., ETC.

GIFTS FOR FATHER
AT
WHITEAWAYS
TIE & HANDKERCHIEF SETS.
Newest designs.
\$7.95 to \$11.50.
BRACE & GARTER SETS
\$5.95 to \$8.50.
TIE AND TROUSER PRESSES
TIES AND SOCKS
SHIRTS, DRESSING GOWNS,
ETC., ETC.

GIFTS FOR DAUGHTER
AT
WHITEAWAYS
SILK HOSIERY in the Latest Shades
\$5.95 to \$10.50 pair.
PERFUME SPRAY & POWDER SETS
\$7.50 to \$19.50.
NEW LEATHER HANDBAGS
\$9.50 to \$35.00 each.
LINGERIE, GLOVES, NECKWEAR,
ETC., ETC.

GIFTS FOR SON
AT
WHITEAWAYS
Valet Razor Sets \$ 1.95
Coronet Box Camera \$ 4.95
Military Hair Brush Sets \$ 7.50
Fountain Pens from \$ 2.95
Boys' Own Annual \$13.50
Chums \$
HATS, TIES, SOCKS,
ETC., ETC.

WHITEAWAYS
Open Till 6 P.M. Daily, Until Christmas.

"FLOATING PALACE."Some Feature of the
Luxurious Pres. Hoover.

LAUNCHED LAST WEEK.

With a bottle of waters collected from the Seven Seas, Mrs. Herbert Hoover, wife of the nation's chief executive, christened the President Hoover, first of the Dollar Steamship Line's two new \$8,000,000 turbo-electric liners, in a colourful ceremony at Newport News, Virginia, last Tuesday, December 9.

These two ships, the largest, most modern, and palatial merchant marine vessels ever turned out in American yards are the forerunners of a fleet of four queens of the sea contemplated in the Dollar Steamship Line's building programme. They will be the last word in American ship construction planned with the idea of providing the maximum luxury, comfort, speed and safety.

The President Hoover will go into service in New York in June, 1931, in a route comprising California, Honolulu, Japan, China, Manila, returning over the same route. The launching date of the second ship, her name and route will be announced later.

Waters of Seven Seas.

For months past captains of the Dollar Round-the-World liners have been collecting a portion of water from the seas traversed on their voyage. Waters complete with a sample from the Atlantic, Pacific, China Sea, Indian Ocean, Arabian Sea, Red Sea and Mediterranean Sea, were released by the hand of the first lady of the land and splash against the prow of the President Hoover when the largest American-built merchant marine vessel speeded down the ways of the Newport News Shipbuilding Company on December 9.

Since the immortal ships have been christened with fragrances of wine and bottles of crystal water but a happy thought of R. Stanley Dollar gave to the President Hoover, the distinction of a new ship starting on its launching voyage under the caress of sea waters of many climes, diverse longitudes and far-spaced latitudes. To Mrs. Herbert Hoover goes the honour of being the first President's wife in national history to sponsor a ship named after her husband.

The new Dollar liners will be steel twin-screw vessels, nine decks, with slight raked stem and semi-cruiser stern and with two masts and funnels. Their length will be 653 feet, depth 52 feet, beam 81 feet, displacement tonnage 31,000, gross tonnage 23,000 and deadweight 15,800, with 67,000 cubic feet of refrigerated cargo space. They will have a total passenger capacity in all classes of 1260 and accommodations for a crew of 300. The sea speed of the new ships will be 21 knots.

Like a Hotel.

A de luxe hotel at sea adequately describes the new ships, equipped with elevators, swimming pools, sand beach, gymnasium, children's playground, soda fountain, verandah, cafe, smoking rooms, library, private dining rooms, tea rooms, music and dance salons, talking picture theatre, shopping lobby, broadcasting system, stock exchange rooms, writing rooms, beauty parlour, automobile garage, telephones in every room, and any other convenience to be found in a leading metropolitan hotel. The heating and cooling systems serving the ships will be of the most modern construction, capable of providing a given temperature to an exact degree.

The new ships will have rooms for 320 first class passengers and 240 special class, the balance of the total passenger carrying space of 1260 being devoted to other classes. The staterooms are spacious, well-lighted and with perfect ventilation and heating facilities.

The main dining saloon will accommodate the entire first class passenger list at one sitting. Tables seating two, four, six and eight persons will be set about the commodious room. The Captain's table is designed to seat sixteen and as a novel feature there will be a bachelors' table of twelve seats. The special class dining saloon will be relatively commodious.

De Luxe Suites.

Four de luxe suites consisting of sea verandah, living room, bedroom, and bath, will be located amidships on the first deck devoted to passenger accommodations. These suites will be artistic in the extreme, the tapestries, hangings and furnishings surpassing any similar rooms afloat to-day. In two, French period furniture will predominate and in the others, furniture of modern style. Under the expert direction of one of the nation's foremost interior decorators all of the public rooms and staterooms of the new ships will be works of art, the furnishings and fittings representing a fortune.

The special class accommodations will be a revelation to ocean travellers, that division of the ships being far superior to any yet offered to the public by any line. One of the outstanding public rooms will be the verandah cafe, a spacious lounging place, fairly by eighty feet in extent, glass enclosed, cool and providing excellent view facilities.

Spacious Rooms.

Spaciousness in promenades, public rooms, lobbies and state-rooms of the new vessels is the aim of the builders. Hardwood walls and floors will distinguish the ships, mirrors and bright, artistic decoration will soften ship atmosphere and make the two latest "President" liners real homes afloat.

The method of propulsion for these new vessels is what is commonly known as the "turbo electric" drive. It is a combination of the principal characteristics of the common steam turbine drive and the more modern method of driving a vessel with large synchronous alternating current electric motors.

The main propelling machinery consists of the following: two latent type marine steam turbines; two alternating current generators, directly connected to the turbines; two main propulsion motors of the synchronous induction type; one control apparatus for the above, which consists of a main operating panel complete with switches, current controls, and other necessary equipment; two direct current motor driven exhaust fans, for ventilating the main propelling motors.

The Engine System.

The method of operation is fringed thus. Steam is generated in the boiler rooms, as on any steam driven vessel, and carried to the steam turbines. These turbines operate the two main generators, which in turn furnish power for the main propelling units. The whole system is controlled from the main operating panel and the speed of the main engines is controlled through the steam turbines.

The principal items of auxiliary machinery are: cargo winches, refrigeration machines, ventilating system, heating apparatus, cooking equipment. The cargo winches on these vessels will be electrically operated, and absolutely noiseless. They are designed for high speed loading and unloading.

Refrigeration machinery will consist of the latest type machines of both the cooled air process and the brine system, and will be able to hold temperatures as low as 5 degrees without variation. Special compartments for the exclusive carrying of vegetables are also fitted.

Ventilation will be of the mechanical type. Fresh air will be forced into all rooms and passageways by means of electrically operated ventilating fans, leaving nothing to natural draft, and which will assure all living quarters of an ample supply of pure fresh air. This will be taken into the system from vents on the boat deck. These mechanical ventilators will be thermo-controlled, which will guarantee a continual, steady temperature at a comfortable degree.

Water-Tight Doors.

All public spaces, such as the dining room, smoking room, etc., will be heated by steam, and all staterooms will be heated by electricity.

All kitchen devices will be electrically operated and, of the latest type. All ranges, ovens, and broilers will be equipped with electrical heat.

A feature which will add to the safety of the vessel is that all water-tight doors throughout the ship will be electrically controlled direct from the bridge. This means that in the event of accident of any kind, all water-tight doors throughout the ship can be closed within 15 to 30 seconds. Electrically operated boat davits will be employed, insuring great safety in launching boats.

The most modern navigating machinery in force will form the bridge equipment of the new vessels. U.S. Navy type of compasses, Sperry gyro devices, radio direction finders, sonic depth finders, searchlights and a multitude of navigational aids will be employed.

A garage to accommodate one hundred cars will be part of the equipment of each ship. A machine shop to permit ordinary repairs and servicing of automobiles will be an adjunct of the garage units. Cars will be driven aboard through side ports.

The public rooms, lounges, and writing rooms of the two vessels will be identical marvels of comfort and art. Indirect lighting will be the system of illumination.

The main entrance lobby of the promenade deck will be a "rapacious" room with inlaid walls of satin wood and pilasters of walnut and gold. The room will be enhanced by a spouting fountain, built in mosaic.

The Main Lounge.

The main lounge, a spacious room 45 by 63 feet, will be set off

by walls of carved satin wood and ivory panels. The furniture, carpets, and hangings were specially made for this room as well as for all other public rooms, of the vessels. Talking picture equipment, a stage and an inlaid dance floor will be among the entertainment attractions offered.

Art of the Spanish-California type will mark the smoking room with walls of well matched wood. Opposite the fire place will be a tapestry executed by a group of nationally known artists illustrating an episode in the story of Rip Van Winkle. This room will be designed for the fair sex as well as for male occupancy.

At the forward end of the promenade deck, connected to the main lounge by panelled doors, will be the writing room. Five French windows, art furniture of unique design and bright hangings will add to the comfort of the room.

The Library.

The library will be a spacious room with soft, indirect lighting. Inlay and hard wood will form the decorative scheme.

Possibly one of the most popular public rooms will be the Verandah Cafe, which will run the full width of the ship and will have a semi-outdoor atmosphere when desired through opening the long Laycock windows. Teakwood floors, ornamental wall panels, palms and and tropical verdure will make the room exceedingly cheerful.

Directly off the verandah cafe will be the soda fountain, a gaily coloured room, dotted with chairs, tables, and booths.

On the boat deck above will be a spacious swimming pool done in a sea-green tile. On the navigating bridge deck space is provided for miniature golf, tennis, and other games.

The Gymnasium.

One of the special features of these new liners will be the gymnasium, complete in every respect, which will be located on the port side of the boat deck, just forward of the swimming pool. This will be an "L" shaped room, approximately 20 feet long by 19 feet wide, with an 8-foot ceiling. This gymnasium, which will be on par with any first class one ashore, will be electrically equipped throughout. In addition to the standard equipment found in all gymnasiums, there will be a therapeutic room, massage table, riding horse, abdominal machine, and ultra-violet ray equipment. Adjoining the gymnasium will be electrically heated locker rooms, showers and baths.

Another recreational feature, in the form of a children's playroom, will be located on the boat deck, just opposite the gymnasium. This playroom will be slightly smaller than the gymnasium but entirely adequate, and will have all the modern features found in playrooms. A slide, merry-go-round, blackboards, sand boxes, children's books, and toys for the children of all ages will be found in this up-to-the-minute playroom.

In addition to the broad staircases which lead to all decks, two elevators will give service. The stairway lobbies on each deck will be extensive, finished in hard wood, and lighted by the indirect system.

A novelty shop will be located in the main lobby of the first passenger stateroom deck. This shopping space will be equipped with brilliantly lighted show cases which will display a variety of goods appreciated by travellers.

Special Class.

Passenger staterooms will be generous in size, with two standing beds, dressing rooms, and private or detached baths.

The special class division of the ships will be equipped with spacious staterooms and extensive public rooms. All drapes, furniture, decoration, and art work in the special class division will be executed with artistic care. Smoking room, lounge, writing room, and swimming tank will be among the conveniences afforded.

There will be a telephone in every room, operated from a central station, not only giving telephone service at sea, but equipped to handle local and long distance messages while the ships are in foreign and domestic ports.

U.S. BANKING.Concern Not Connected
with Government.

Referring to the reports of the closing of the Bank of the United States the local branch of the National City Bank writes to the *Sunday Herald*:

We have received cable advice from our Head Office in New York confirming the suspension of the Bank of the United States, and giving us the following information which may be of interest to your readers:

In view of their name which they obtained in 1913 from the New York State Banking Authorities there may be some apprehension as to their national importance which, however, we are informed is nil. They are a non-clearing house State bank and their policies have been criticised for some time. Our Head Office advise that while they have a large number of branches in New York their closing has no fundamental significance. Our Head Office also believe that the situation in New York is relieved and no important spread of banking trouble is expected. This bank is a small one and we must emphasize most strongly that they have no functioning relation, soever with the United States Government.

Appended is a copy of their financial statement which was published in the 1930 edition of Rand McNally Banking Directory:

Assets:	Liabilities:
Paid-up Capital.....\$ 25,250,000	Surplus & Profit.....16,235,000
Bonds & Securities.....37,701,000	Miscellaneous Resources.....226,064,700
Miscellaneous Resources.....8,017,370	Other Liabilities.....9,411,620
Cash & Exchanges, Due from Banks.....47,840,300	
	\$276,501,910

VACCINATION.St. John Ambulance
Brigade's Campaign.

The number vaccinated—free of charge—by members of the Ambulance Brigade, up to and including Thursday, December 11 is:

Chinese Y.M.C.A. Division (Hong Kong).....	3,929
King's College Division (Old Boys).....	414
King's College Division (Present Boys).....	8,151
Railway Division.....	1,183
Indian Division.....	3,348
Kowloon Division.....	7,733
Mongkok Division.....	15,824
Motor Drivers' Division.....	1,227
Shaikwan Division.....	1,018
Un Long Division.....	483
St. Joseph's College Division.....	314
Chinese Y.M.C.A. Division (Kowloon).....	6,852
Victoria Nursing Division.....	154
Y.V.C.A. Nursing Division.....	115
Chinese Athletic Association Division.....	265

Total for 6 weeks.....52,202

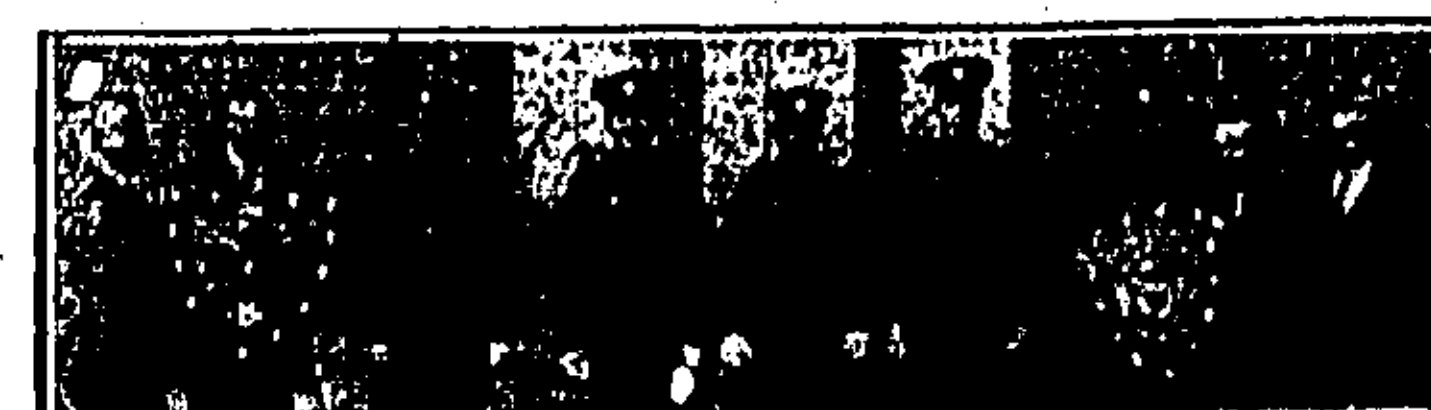
EASTERN PORTS.

The health bulletin of Eastern ports for the week ended December 6, issued by the Director of Medical and Sanitary Services, gives the following cases:

Plague.	
Pnom-Penh: 1 case, 1 death.	
Cholera.	
Bombay: 4 cases, 1 death.	
Calcutta: 2 cases, 1 death.	
Tuticorin: 1 case.	
Pondicherry: 1 case, 1 death.	
Pnom-Penh: 1 case, 1 death.	
Small-pox.	
Bombay: 1 case, 1 death.	
Berbera: 1 case.	
Calcutta: 6 cases, 4 deaths.	
Cochin: 6 cases, 2 deaths.	
Madras: 6 cases, 2 deaths.	
Nagapattam: 1 case.	
Vizagapatam: 1 case.	
Penang: 1 case.	
Shanghai: 5 cases, 3 deaths.	
Dalton: 1 case.	

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Members of the Canadian Pacific Railway police first aid team of Vancouver won the St. John Ambulance Association Shield emblematic of the British Columbia championship and, for the second time in two years, the Shaughnessy Shield for competition by police first aid teams in western Canada. Above, C. G. Penne, president of the B. C. Council, St. John Ambulance Association (left) is presenting the association's shield to Inspector H. McGowan, on behalf of the team, while (right) C. B. Mahary, superintendent of the Vancouver division, C.P.R., is presenting the Shaughnessy Shield to Constable W. E. Darke, captain and trainer of the team. The group, left to right, is Mr. Penne, Inspector McGowan, Constable Cook, M. Limb, M. Dodge, A. MacDonald, W. E. Darke, Mr. Mahary, and A. T. Morrison, secretary of Vancouver centre, St. John Ambulance Association.

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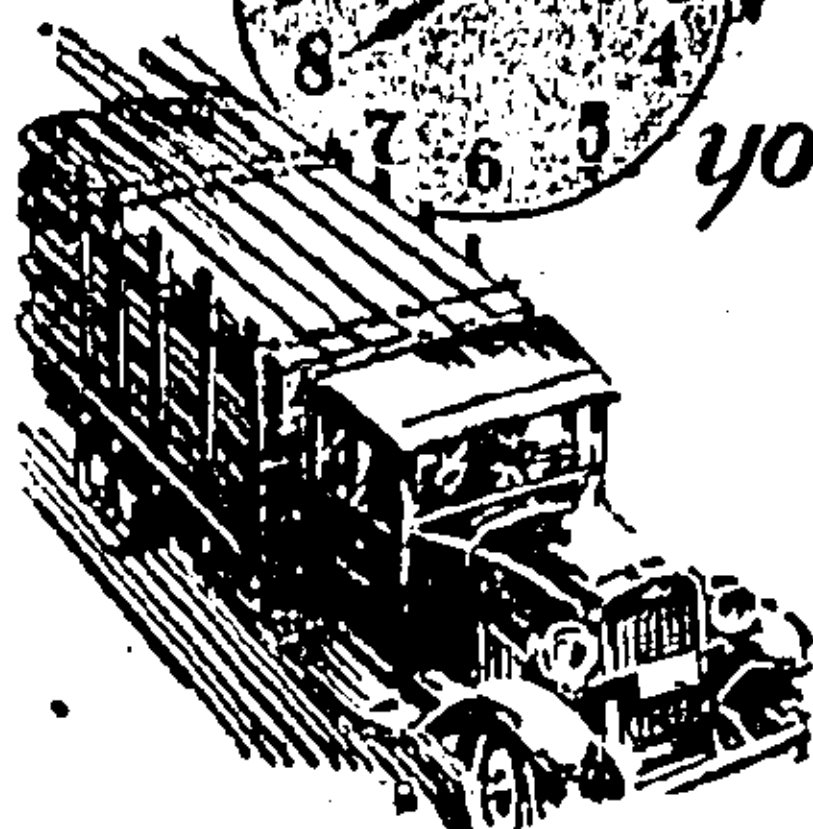
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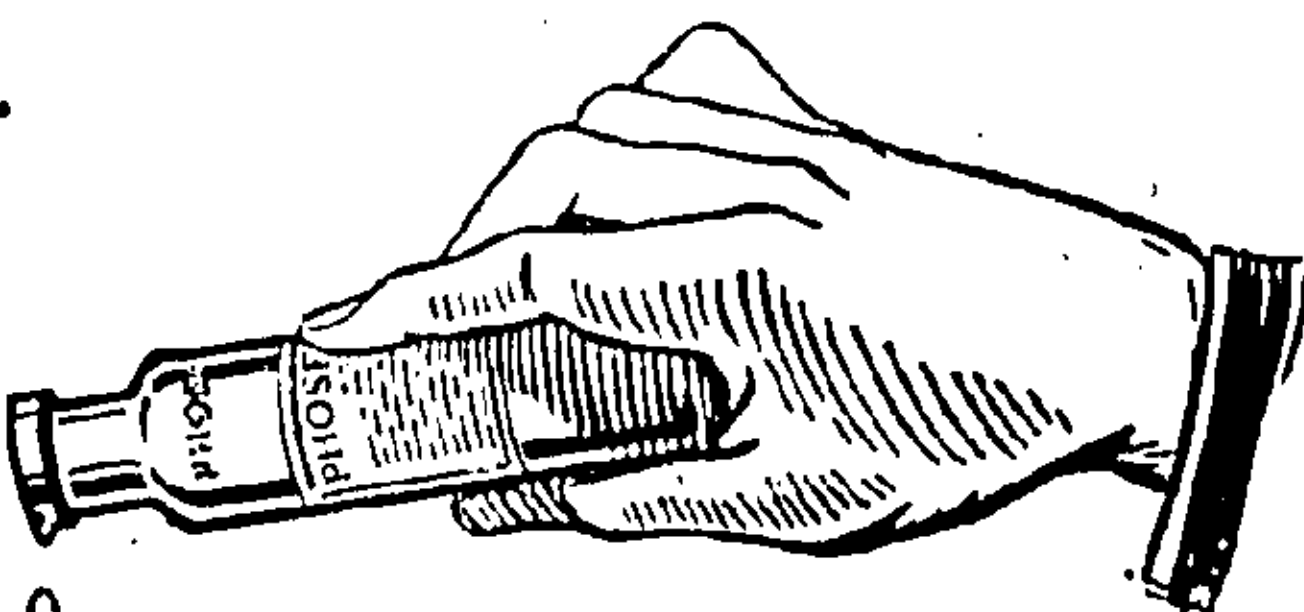
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calm down; your brain resumes its normal
activity; and health and vitality, greater than ever,
pervade your whole being.

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and your constant friend in maintaining bodily
health and strength.

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Ever since the
The Movies. China-Mail an-
nounced exclusive-
ly the plans of the China Talking
Films Co. for making movies in
Hong Kong there has been con-
siderable interest in the project,
and I have received numerous
inquiries, following my notes
last week on picture produc-
tion in Manila, from per-
sons variously interested in
scenario writing, film acting, and
even film producing. I am greatly
flattered at the compliment paid
me, especially as I am not
conscious of having posed as an
expert in the industry. However,
as I always like to oblige my
readers, I have put in some days
reading up the matter, and will
give in these columns a series of
"tips" to aspirants for a niche in
one or other of the various depart-
ments of the industry. These
"tips," I emphasise, are not given
from personal knowledge, but are
gleaned from reliable sources.

I think we will start
Scenario from the beginning
Writing, and deal first with the
subject of a picture to
be produced. Therefore, this week
I give, for the benefit of those who
aspire to become scenario writers
the following bit from a "movie
mag."—The first step in scenario
writing is to write a "treatment,"
picking out the essentials of the
story, and setting down the action
in skeleton form. From this will
be made the final scenario, or
"shooting script." Every change
in the viewpoint of the camera en-
tails a "separate shot," in which
cameras, lights, and sound equip-
ment have to be moved to a fresh
position. In the scenario, there-
fore, every "shot" or scene is
separately detailed and numbered,
and each shot has to link up with
the next to provide smooth "con-
tinuity" when the scenes are final-
ly cut and joined together.

Here is a brief
An Example. passage from a
novel, which we
will put into scenario form:—
"Martin waited impatiently.
Presently the night porter, aroused
from his sleep, came shuffling down
the corridor. As soon as he re-
cognised the detective a look of
fear came into his eyes.
"Open the door! Martin com-
manded.
"The porter produced a key and
inserted it in the lock. Martin
pushed the door open, stepped in-
side, switched on the light, and
surveyed the room.
"Etherington had disappeared!
Suddenly he noticed something on
the bed, went forward, and picked
it up. It was a woman's handker-
chief."

In a "shooting
Script" this
episode would be
rendered in the
following form:—

Scene 483.—Hotel Corridor.
Night.—Martin and porter.
Medium shot: Martin stands
with back to camera.
Porter enters from back-
ground and comes forward
wearily, buttoning his tunic.
As he reaches Martin, he
stops abruptly, recognises
him, and shows fear.
Scene 484.—Hotel Corridor.
Night.—Martin.
Close-up: Martin from porter's
viewpoint. As porter re-
cognises him, Martin's eyes
twinkle with faint amuse-
ment at the man's fear.
Then his face becomes stern
again, and he speaks, jerk-
ing his head in the direction
of door.
Martin: "Open the door!"
Scene 485.—Hotel Corridor.
Night.—Martin and porter.
Medium shot: Martin and
porter. Martin repeats the
action of the previous shot
and speaks.
Martin: "Open the door!"
Porter opens door with key.
Martin steps quickly
through doorway.
Scene 486.—Interior Bedroom.
Night.—Martin and porter.
(Note: The room is almost in
darkness.)

Medium shot: of the doorway.
Martin steps in as from pre-
vious shot. Porter stands
just behind him in doorway.
Martin gropes for switch
and turns it on. (Light up).
Martin peers round the
room, blinking slightly.
Scene 487.—Interior Bedroom.
Night.—(Lights up).
Long shot: of the room from
Martin's viewpoint. Camera
"trucks" (moves forward):
first to window, then to fire-
place, then to bed. Camera
"pans" (moves round):
slowly up to bed, eventually
stopping at:
Close up: of handkerchief.
That is a brief simplified section
of a scenario. The full scenario
would also include descriptions of
dresses, sets, properties, and char-
acters, with dialogue, sound
effects, and titles.
Next week I shall give some notes
on the subject of sound effects.

Whilst on the sub-
ject of the "movies,"
the following, from
the Manila Bulletin
is of interest:—Talking pictures
for the Naval Station, Cavite, and
the Asiatic Fleet, will soon be an
actuality under the present plans
of the Bureau of Navigation. Con-
gress recently appropriated
\$332,000 for the sole purpose of
installing sound equipment aboard
vessels and at shore stations, al-
though this amount is only about
one half of the needed amount.
Cavite and the Asiatic Fleet are on
the selective list to receive their
equipment in advance. On award
of the contract for sound machines,
200 men (Chief Electricians, Mate's
First Class, and possibly a few
others ratings) will be detailed to a
course of instruction in schools to
be established by the contractor at
San Pedro, New York City, and at
Manila.
"Talkies" aboard the warship
must be a godsend, particularly
for relieving the monotony of life
at sea, and on a station such as
the China Station in many outlying
parts of which, where ships have
by the exigencies of service to stay
for long spells, there is not a
cinema house ashore. I think that
our Jack Tars out here should be
considered in this matter, but
what the Naval Authorities will
think of my presumption in so
much as even to "give it a men-
tion" is an entirely different mat-
ter!



SUNDAY SALLIES.



Heading in local paper: "Coffee
and Art."—Ave a 'Art!

To-day's gardening hint. It
doesn't matter so much from what
root you sprang, as how you grow.

Third Lanark must be pleased
at being elated among the lead-
ing "junior" teams in Scotland.—
Some juniors!

The same paper called Leith
Athletic a junior team last season
and now they are in the First Divi-
sion.

The Liberal split is said to have
greatly encouraged scientists who
are attempting a similar feat with
an even smaller atom.

Heading in Singapore paper:
"Mr. Thomas—Makes a Bad Faux
Pas."—May he make a good one
next time!

These are the days when quite a
lot of people who were once "some-
thing on the Stock Exchange" are
now nothing on the Stock Ex-
change.

A man has been convicted of
window slashing on a police station.
—He must have thought policemen
were very short sighted if they
couldn't see through that.

Thus a morning contemporary:
"A lengthy annual port of the Girl
Guides' Association of Hong Kong
contains the following interesting
items."—Looks more like a new
cocktail than a plain port. A
"lengthy annual port" is an idea
considering the duty on wines.
But wouldn't it be wiser to keep
that "lengthy annual port" for the
Christmas party?

To-day's intense wisdom: There's
many a set of false teeth in an
honest face.

Newspaper heading: "A New
Philippines Vice Governor."—An
official appointed solely to govern
vice?

Women's fashions are to be now
purely feminine.—Extraordinary to
what lengths women will go for
something novel.

Pictures in their order in a
paper's diary: "Anna Christie,"
"Not Quite Decent," "She Goes to
War," "Let's Go Native."

A minister declares he is afraid
his sermons may go stale.—But as
long as there is "modern youth"
need a clergyman despair?

Many millions of pounds, it is
pointed out, are involved in the
gas industry; yet unofficial mem-
bers of the Legislative Council are
not paid.

Finders can be fined, is a
Magisterial decree.—This, of
course, does not apply to the for-
tunate punters who found the win-
ners at Happy Valley yesterday.

To-day's best teller:—
"Prisoner, the evidence shows
that you brutally assaulted the
complainant. Have you anything
to offer in extenuation?" Prisoner
—"No, sir; my lawyer took all the
money I had."

The cult of brighter papers is
extending. One of them stated
during the week that Sir Otto
Belt's father was Alfred Belt, a
Hamburg Jew.—Of course Alfred
Belt died on July 6, 1908, and was
unmarried!

Wonderful how many cynics
and despisers of Rotary a few
years ago are included in the list
of charter members!

Another Scotsman has got to
the top of the tree.—The full
name of the King of Abyssinia is
Ras Tafari Makonnen.

Someone declares that people in
the next generation will wear less
clothes than now. We thought
that was "barely" possible.

According to a Home market
report "borrowing pressure is re-
laxing."—The man who wrote
that has evidently never possessed
an electric sweeper, a gram-
phone, or a card table.

An eminent scientist prophesies
the time when there will be not one
moon but many.—So let the sober
man take note, else some day he
may be astonished at his own lack
of sobriety.

The New York man who claims
to have read the Bible from begin-
ning to end nineteen times in the
past ten years has been in luck's
way. He knows nothing about
unemployment.

In Russia certain workmen bring
their beds with them and sleep be-
side their work.—In this Colony,
however, quite a lot of folk in Gov-
ernment Departments can do it very
well without needing to bring their
beds.

A Home doctor has been saying
that football does not increase the
physical well-being or temper of
those who go to watch the game.—
Doesn't it, just? Isn't a man all
the better for having got rid of
those pent-up emotions in the
H.K.F.C. stand at Happy Valley?

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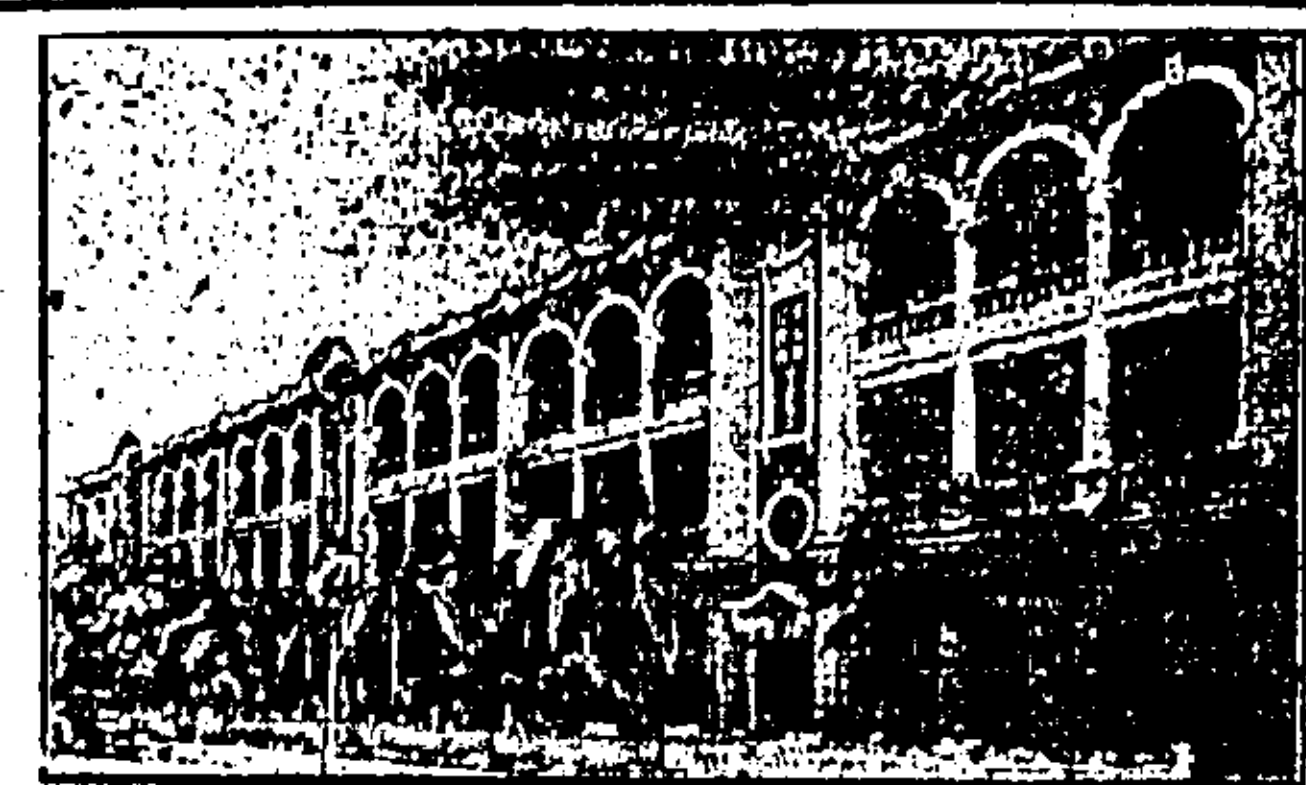
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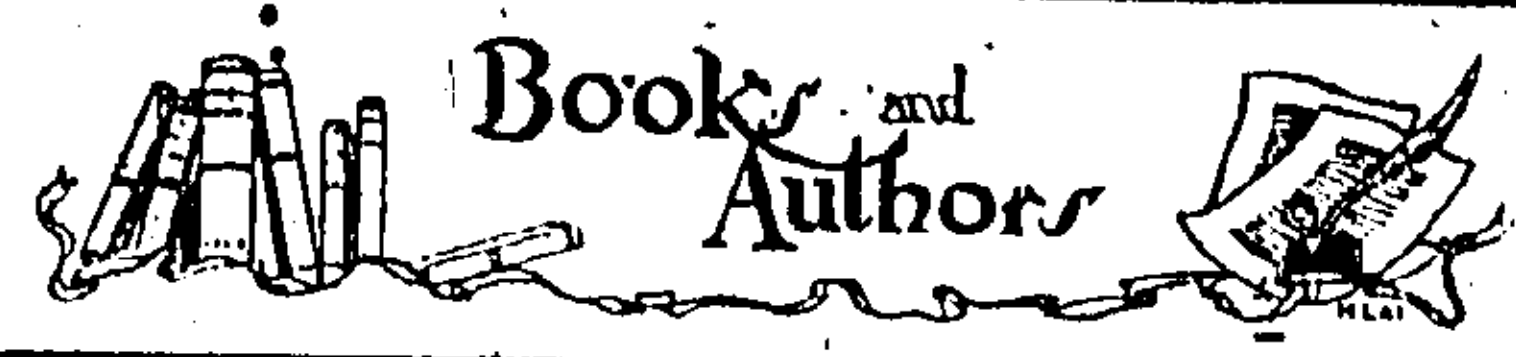
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A.P.H. OF "PUNCH."

Another Book by This Great Humorist.

FUNNIER THAN EVER.

"Ballads for Broadbrows," by A. P. H. Herbert. Illustrated by G. L. Stamp. Ernest Benn, Ltd., 6/- net.

If one were asked, "what is literary England?" he might without sophistry reply, "A mass of writing, nearly surrounded by G. K. Chesterton, A. P. Herbert and P. G. Wodehouse."

Mr. Chesterton is, of course, large enough to surround anything; even his Catholicity effectively swallows his literary intentions. But let him pass, he is to the English that which Stephen Gwynn is to the Irish.

Mr. Wodehouse is England again, but England according to the 5.30 underground to Golden Green. For his humour he must needs reflect life, as it were, through a monocle. He is the doyen of the shilling magazine.

Mr. Herbert, who is that uncanny phenomenon—an Englishman who can laugh at Englishmen—is a species of giddy Ariel with a quite different sense of the ludicrous from his two contemporaries. In his rhymes we find the quintessence of the things that have made us laugh for hundreds of years—landladies, mothers-in-law, aldermen, charwomen, Dilly-Dally reformers, 'Arries of 'Amptstead, slithering flappers, "Bobbles," and habitudines of the "pub." He has gone beyond the elegant fancies of "Punch" (in which all but three of the verses in "Ballads for Broadbrows" have appeared), and has linked the hilarity of Mr. Herbert Jenkins (of "His Mrs May Hinn" fame) with the whimsical delicacy of W. S. Gilbert.

Note of Pathos.
There is nothing "new" in his attitude to life, for all the best and the funniest jokes are usually the oldest; but he rings the bell every time, with just that merest touch of exaggeration which is the due of any humorist. None of his humour is unkind or contemptuous, and occasionally, as in "Other People's Babies," which is the soliloquy of a Park Lane "Nanny," there is even a fine note of pathos.

"Other people's babies—
That's my life!
Mother to dozens,
And nobody's wife."

At other times he has an almost Byronic strain (vide the "Blue Stocking"), as in "Nocturne":

"This party is rather a bore;
I shall go to such parties no more.
'Till somebody kind
My overcoat and
'And quietly show me the door?"

"A.P.H.," as he is affectionately known to hosts of readers, often finds his local colour in mean streets between S. E. and E. C., in common with the late Mr. Pett Ridge, and we have here a typical specimen in this strain:

"This old pub has got to go they say
'Cos it's redundant.
'Funny words they use for things to
lay—
What price redundant?"

Well, what I want to know,
If a pub has got to go,
There's no harm saying so—
But why "redundant?"

Clever Verse.
A few selections such as the above can give very little indication of the cleverness of Mr.

AN INTRODUCTORY HISTORY

by
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W. KAY, M.A.
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Herbert's verse. It is without doubt his best collection and no one with a shadow of a sense of humour can afford to do without "Ballads for Broadbrows" at his bedside. Let me conclude with a quotation from "Nothing's Been the Same."

"Thank you, Mrs. Thomas, and I don't mind if I do;
My dear, it seems an age since I was sitting here with you.
I only hope you're better dear, than what I am, because—
'Oh, well, we mustn't grumble, but I'm not the girl I was."

"Nothing's been the same since I took up with orange juice;
'It never does to shock the system, dear."

"My temper's kind of terse,
'The weather's worse and worse,
'And the Government is acting very queer."

"Well, that's what comes of tampering with Providence, you see;
'It's oranges for animals, but hops for you and me.
'I wouldn't touch another if I had my private tree—
'But what about a nice drop of beer?" —"RAMALOSH."

SAILOR READERS.

Old Idens Completely Shattered.

The popular conception of the British seaman as a person with little interest in any but the crudest forms of literature is once and for all shattered by the latest report of the Seafarers' Education Service.

The response to what were at first merely tentative inquiries has exceeded even the most sanguine expectations of the founders of the venture. In one cargo boat Lytton Strachey's "Queen Victoria," Galsworthy's "The Forsytes," and Sir Philip Gibbs' "The Middle of the Road" were the most popular choices. Tastes varied, but everywhere—from the surgeon to the ship's carpenter—found some suitable books among the 100 volumes at their disposal. On another cargo steamer an able-bodied seaman borrowed books by Stevenson, Harrison Ainsworth, Conrad, H. M. Tomlinson, C. E. Montague and Milne Belloc.

Dr. Albert Mansbridge, chairman of the Seafarers' Education Service, explained how the system of supplying merchant ships with libraries has revealed latent literary tastes and filled a much-felt want in the sailor's life.

Discovering Dante.
"We began ten years ago by simply supplying books for sailors," he said "but later we embarked on the experiment, which proved highly successful, of arranging courses of reading. One of these, a course in ancient history, includes 'The Last Days of Pompeii,' Shakespeare's 'Julius Caesar,' and Gibbon's 'Decline and Fall of the Roman Empire.'"

Dr. Mansbridge explained that it is often the least-read book which attracts the sailor. Through the Seafarers' Education Service many sailors have discovered Dante, Cervantes, Tolstoy and Sir Thomas More. Popular modern authors include Bernard Shaw, John Buchan and Edgar Wallace.

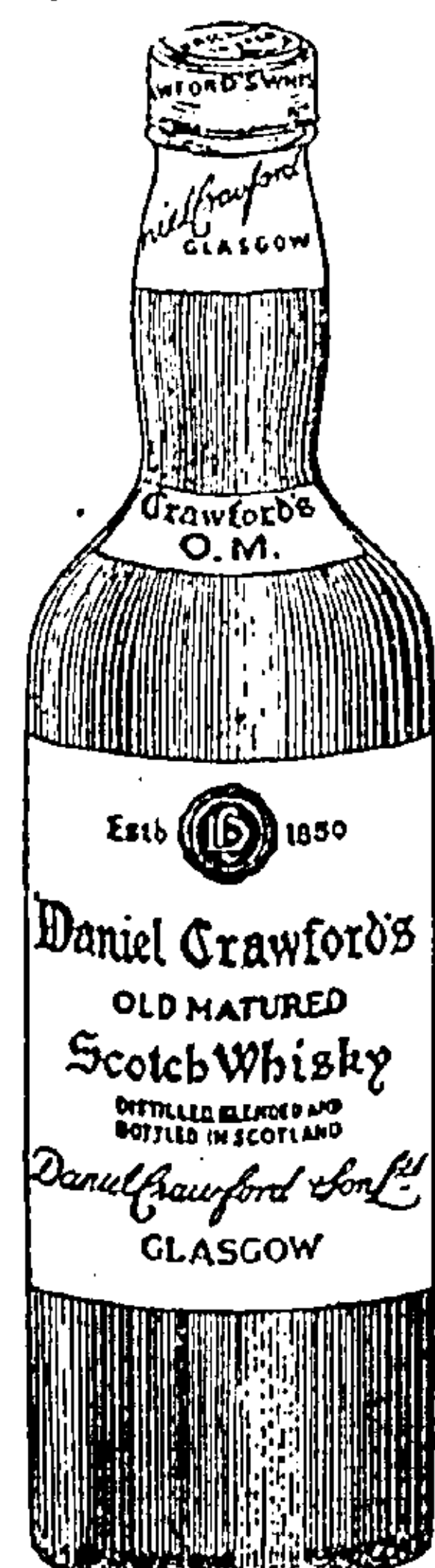
High officials in the Mercantile Marine have been eloquent in their praise of this service and its effect on morale on board ship. Two courses, covering maritime science and astronomy, have been deservedly popular, and have had the additional advantage of giving the seaman a thorough understanding of his work.

It is claimed that, by means of the Seafarers' Education Service, Seamen, whose school days have been unfortunately curtailed, are given a chance of acquiring a thorough general knowledge of any subjects in which they are interested, which at the same time affords them additional opportunities of speedy promotion.

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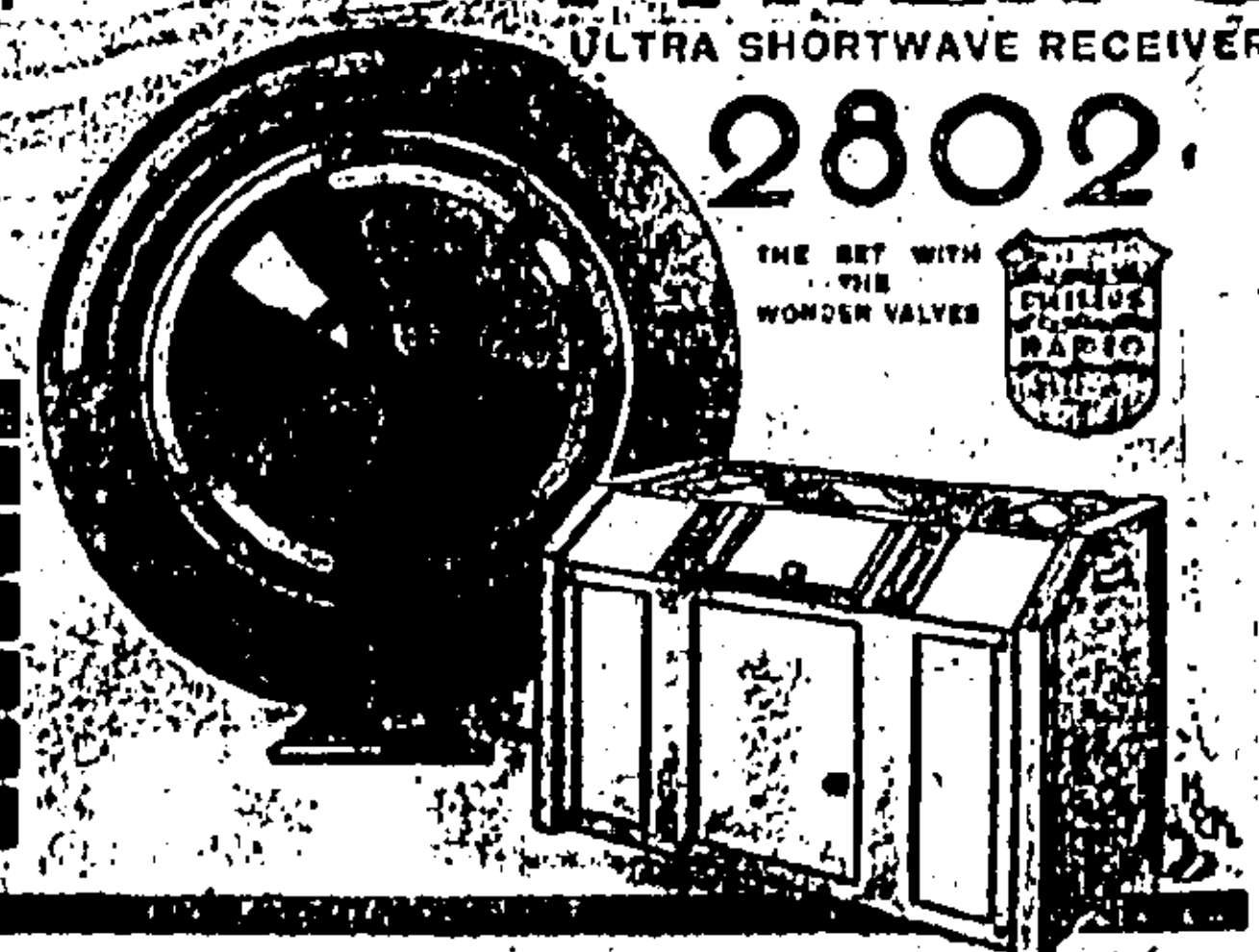
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2802

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AUSTRALIA
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EUROPE
JAPAN
ETC. ETC.



SOLE AGENTS FOR SOUTH CHINA:

REUTER, BROCKELMANN & CO.

ALSO OBTAINABLE AT:
ANDERSON MUSIC CO., LTD.

FOOTBALL.

(Continued from Page 4.)
brought off a splendid save from Kinsee, who shot from a few yards out.

Except for a break away by the R.A. forwards and a long shot from Hole, little was seen of the Artillery vanguard at this period and the Navy kept up their onslaught upon their opponents' goal, during which Joynson was playing a splendid game, but was finally beaten again when Farrow dashed in and crashed the ball into the net.

Navy Again Score.

A minute later Pearce registered the Navy's sixth goal with a low drive. The Artillery got away but their passing was erratic and the Navy returned again and forced two corners, both of which were fruitless. Just on the close of play the Navy added a further goal when Pearce sent in a long shot, which Joynson failed to hold.

Result:—

R.A. 1
Navy 7

Q.M.S. Scott, R.E., lined out the following teams:—

R.A.:—Joynson; Hall, Taylor; Hadkins, Salt, Cardley; Hole, Rodgers, Allen, Wood and Walker.

Navy:—Cheney, Dixon, Langmead; Galsworthy, Pearce, Ward; Magee, Pearce, Rodgers, Farrow and Skinner.

RECREIO v. ST. JOSEPH'S.

Played at King's Park. The spectators certainly had value for their money, with plenty of thrills. St. Joseph's turned out four reserves and popular opinion was that they would be well beaten. A strong wind was blowing but was of little advantage to either side.

St. Joseph's kicked off with a rush but Xavier cleared. Pressure was maintained by the Saints but the Recreio gave nothing away and refused to be rattled. A clearance by Silva Netto gave Recreio a chance and Rocha went away in fine style. The next twenty minutes saw the Saints on the defensive and they were compelled to concede a number of corners, all of which were cleared with difficulty.

The Recreio were having most of the game and were always attacking. At last their chance came. Hyder, in attempting to clear, miskicked and Rocha snapped up the ball and was away. Working into the centre he passed to Ward who found the net with a low shot.

Not Dispirited.

The Saints were not dispirited and instead of slowing up they made the pace. They soon worked their way into the Recreio's half where they were continually dangerous.

The Recreio's goal had a narrow escape. Skinner tried at a range of about forty yards. It was a dropping shot and Beltrao could only punch it out. The ball bounded in to play, Goodman taking a quick shot six inches wide. The Saints continued to attack and the Recreio were compelled to concede a corner.

The closing stages found both sides struggling for another goal. The Saints made one mistake and they paid for it. On the whole there was not much to choose between the sides.

Result:—

Recreio 1
St. Joseph's 0

Mr. Billing lined out the following teams:—

Recreio:—Beltrao, Silva Netto, Xavier, Marques, A. Gosano, Sousa; B. Gosano, Ward, Silva, Rocha and Santos.

St. Joseph's:—Rocha, Hyder, Gomes; Victor, Skinner, Fellows; J. Gomes, Leonard, Lim Ngai-yeen, Castilho and Goodman.

League Division II.

CLUB v. ATHLETIC.

Played on the Club ground. The Club, opening with a man short, were the first to open the attack. The Chinese retaliated and forced a fruitless corner, and Stoker cleared for Bell to go through and beat Wong Yan-sing with a long drive. The Athletic then made several raids upon their opponents' goal but found the Club defence too solid for them and only one shot was sent in, that coming from Siu Kim-cho, which curled outside the post.

The Chinese came up again but Siu Kim-cho shot weakly behind and a minute later Fogwell held and cleared a shot splendidly from that same forward to put his forwards away, but the ball was quickly returned for Chan Yan-kwai to test Fogwell with a hard drive, and a few seconds later Fogwell again saved well from Li Fong. The Club forward line was feeling the absence of Jackson and could not get going, with the result that the Chinese kept up their attack and should have levelled the score, but Chan Yan-kwai shot wildly when well placed.

Smart Clearance.

On the reopening, the Club had a complete team but the Athletic

again took up the running and Him Kim-chung's flag kick was cleared for the Club forwards to get away and Bell shot behind. Alexander then got away on the wing and sent across a shot which Wong saved well. From a goal kick a minute later Lo Chai-wan passed to Him Kim-hung who raced down the field and centred well for Siu Kiu-cho to shoot, but Fogwell brought off a smart save and cleared. During a scrimmage around the club goalmouth the referee had occasion to caution the players and an Athletic man was sent off for abusing the Referee. The Athletic kept up their attack but without result, and the final whistle blew with no further score.

Result:—

Club 1
Athletic 0

A. B. Goddard lined out the following teams:—

Club:—Fogwell, Stoker, Pentoloff; Sloan, Hynes, Hooper; Alexander, Bell, Strang, Roberts and Taylor.

Athletic:—Wong Yan-sing; Wong Siu-wo, Wong Ping; Ng Po-lau, Lai Kwok-chiu, Fung Man-ki; Him Kim-hung, Chan Yan-kwai, Lo Chai-wan, Siu Kim-cho and Li Fong.

SOUTH CHINA v. RECREIO.

Played at Caroline Hill. By virtue of their superior play in their forward line, the Chinese ran out worthy winners by two clear goals.

Play opened with the Chinese attacking strongly and Chung Fai-lam shot behind. Recreio retaliated but were met by a solid defence and play was again transferred to the Recreio half and Woo Yung-tung opened the scoring by beating Lawrence from close in. The Recreio then had a period of attacking but the passing and shooting of their forwards were terribly weak with the result that the Chinese defence had little difficulty in keeping them out.

On the resumption, the Chinese again took up the attack and went further ahead, when Chung Fai-lam beat Lawrence with a hard drive. Play continued to be in favour of the Chinese but no further goals were added.

Result:—

South China 2
Recreio 0

Mr. E. T. Ford lined out the following teams:—

South China:—Choi Kin-hung; Lau Kau, Pang Che-sang; Cheung Kwok-chol, Yau Wah-sing, Ip Yu-ping; Kwok Hon-wah, Woo Yung-tung, Cheuk Shek-kun, Chung Fai-lam and Wong King-ching.

Recreio:—Lawrence; Costa, Britto; Silva, Figueiredo, Gonsalves; Sousa, Santos, de Assis, Almeida and E. Figueiredo.

UNIVERSITY v. KOWLOON.

Played at King's Park. It was the University's unlucky day. They could do everything but score. In the first ten minutes they penned Kowloon in their own half and it looked as if they had the game in the bag. Kowloon, however, settled and about twenty minutes from the start Spary opened the scoring for Kowloon after a bout of passing. The Varsity made desperate efforts to get on equal terms but Guest and Eastman cleared and kicked with confidence.

From a run down Cotton had a favourable opportunity and kicked for goal, Reed, in attempting to save the shot deflected the ball into his own goal, Oppenheim having no chance. Spary scored for Kowloon.

Result:—

Kowloon 3
University 0

Varsity:—Oppenheim; Harrison, Bee; Lee, Wong (captain), Reed; Ong, Candan, Tan, Kio and Lee.

Kowloon:—Angus, Guest, Eastman; Everest, Giehris, Smith; White, Brown, Spary, Cotton and Blekford.

Referee: Mr. Mene.

League Division III.

S.W. BORDERERS v. R.E.

On the opening the Borderers took up the running and attacked strongly. Morgan opened the scoring for the Borderers just before the interval. Podmore missed a good scoring chance in the second half. No further goals were scored.

Result:—

S.W. Borderers 1
R.E. 0

SOUTH CHINA v. FUKIEN.

In the opening half South China had the majority of play and scored through Yu Kam-ping, and Yeung Shiu-yek. South China again attacked strongly in the second half and Wong Tim-choi put through his own goal on two occasions. Just on time Kam Cheung-koon reduced the arrears.

South China 4
Fukien 1

R.A.O.C. v. R.A.S.C.

This match, which should have been played at Chatham Road, was postponed, owing to the inability of the R.A.S.C. to field a team.

EWO v. R.A.P.

This match was not played, owing to the non-appearance of the referee.

Xmas Fare

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precede and whatever

delicacies may follow,

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point of the festive

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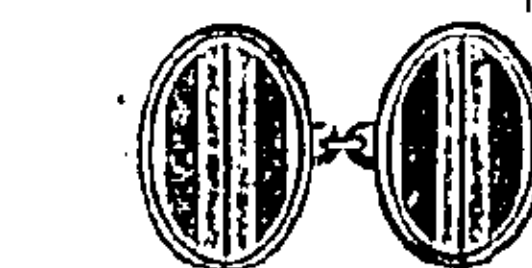
DIAMOND DRESS RING.
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VANITY CASES.
CIGARETTE CASES.
SLAVE BANGLE.
EARRING.
NECKLETS.

PERFUMES, VANITY CASES, COFFRETS,
POWDER PUFFS.

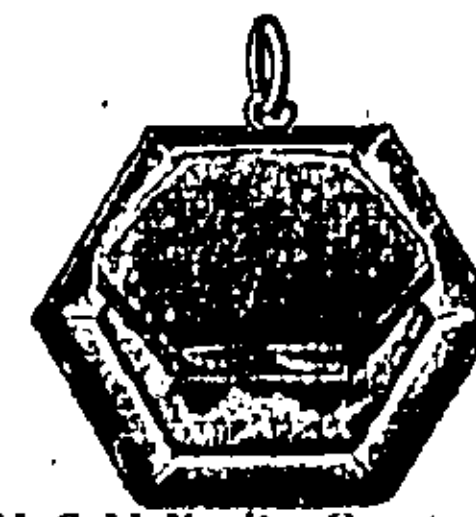
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ALL TOYS ARE REDUCED BY 25 %.

WISE AND OTHERWISE

The Smiths are going to move out of this neighbourhood after being here nearly a year.
"That's strange—just as people are getting to know them."
That's the reason they're going!

The foreman in a large shipyard watched the "New-start" playing about with a pneumatic calking machine until he could stand it no longer.
"Look here!" he began in a rage. "Where did you learn your calking?"
"In Casey's Brewery, sir!" came the reply.

An intake party went to Blackpool. During the day there were many inquiries for "Erb," who stepped out at Talbot Road and was not seen again until it was time to return.

He was bombarded with inquiries, as he had lost his tidy appearance associated with his early departure from intake.
"Ah've had a rare day," he said. "Ah've got more money now than when I started this morning. I had a walk round and got ten loads of coal in afore ten time. It's bin a grand day."

A fiery-tempered major was having a round of golf over his favourite course, when another player persisted in crossing in front of his line of vision.
Driven to desperation, the major went up to the delinquent, and after a few bitter words on each side, the complainer blackened both of the other's eyes.

He was reported to the committee, and asked for an explanation.
"Well," said the major, "the fellow crossed my 'ts,' so I just dotted his 'ts'!"

The saleroom was crowded. Just before the sale began, an old lady, feeling the effects of the warm room, indulged in forty winks, and was soon sound asleep.
When the sale commenced, the old lady slept on, her head continually nodding on her breast.
The sale over, the noise of the departing people awoke the old lady.

"Has the sale started yet?" she inquired of a gentleman standing by.
"Started, madam," he said in surprise. "Why, the auctioneer's knocked everything down to you."

Sickroom visitor: Well, I hope that the next time I call you will be up.
Sufferer: "Thanks! I trust I shall not only be up, but out."

THE GLOBE TROTTER'S DIARY

Motor - Sight Tests.

A new eyesight standard has been set up under the motor-driving licence regulations which are shortly to come into force.
Every new application form for a driving licence, will include (among others) the following question:

"Are you able to read at a distance of 25 yards in good daylight (with glasses, if worn) a motor-car number plate containing six letters and figures?"
Applicants who cannot reach the standard set out in this question will be refused licences.

The only other absolute bar to holding a driving licence is epilepsy or liability to sudden attacks of disabling giddiness or fainting.
It was originally arranged that the eyesight test should be one of 30-yards vision.

A - Murder A Day.

A murder a day is the record of its own crime that Chicago furnishes to the United States Department of Justice, which has just concluded a survey of the monthly returns from 68 cities with populations of 100,000 or over.

New York sent no returns, but for the first nine months of the year the murder records of the three leaders are:

Chicago 282
Philadelphia 109
Detroit 104

The department publishes a crime chart which shows that the daily average of murders throughout the country rose from three a day in January to five a day in September.

Hold-ups are averaging 40 a day, but the department finds encouragement in the fact that the average daily number of robberies throughout the country has decreased.

"Old Lady's" - Sweet Tooth.

Has the new "Old Lady" of Threadneedle Street a sweet tooth?
One of the latest innovations in the stately street of world finance is a sweet shop.

It was opened shortly after the Old Lady, refurbished and modernised, once more took her seat high up on the new Bank of England.

Elderly gentlemen who have trod Threadneedle Street for a generation and more called the modern Old Lady "hideous" and "grotesque."

Then came the sweet shop. Some said, "This is the end." A reporter who visited the shop

found it doing excellent business. It stands beneath the new Old Lady on the opposite side of the street. It is the joy of messenger boys, and it is gaining favour with business chiefs as well.

Woman's - Poker Losses.

A woman's losses at poker were described at Brighton County Court when Mrs. Violet Mellor, of Brunswick Terrace, Hove, was sued by Mrs. Iris Montgomery and the Brunswick Club, of the same address, for £32.

Mr. John C. Bosley, for Mrs. Montgomery, said his client conducted the club, and Mrs. Mellor, who lived apart from her husband, had an income of £400 to £500 a year. Mrs. Mellor frequently played cards at the club. She was very skilful, especially at poker, but she lost nearly £32.

Mrs. Montgomery had a rule that all debts of honour must be settled, and at Mrs. Mellor's request she paid the people who won from Mrs. Mellor.

Mr. Neve said he did not like to plead the Gaming Act, but he was compelled to do so by Mrs. Mellor's temporary financial embarrassment. She realised that when she was able to do so she would have to pay her debts of honour.

Judgment was entered for Mrs. Mellor with costs.

Poodles - With Jewels.

More than 1,750 dogs of all breeds, sizes and colours contributed to the record success of the Metropolitan and Essex Canine Society's Championship Show at the Crystal Palace.

Cairn terriers headed the list of entries with 223. Cocker spaniels were a close second in popularity, while Irish setters, Pekingese, Alsatians, and wire-haired fox-terriers were well represented.

A ferocious-looking bulldog arrived at the palace wearing white puttees on its forelegs, while several poodles looked very smart with diamond brooches on their foreheads.

The best dog or bitch in the show was judged to be Lucky Star of Ware, the wonderful Cocker spaniel owned by Mr. H. S. Lloyd, of Ickenham, Middlesex.

A - Picturesque Job.

Who will take care of the palaces and gardens of the Maharajah of Alwar?

For someone there is waiting one of the most picturesque jobs in the world. The Maharajah, who is attending the Indian Conference in London, is looking for a controller of his palaces in India, to succeed Mr. Bently, the present occupant of the position, who is shortly retiring.

The work is not only picturesque but arduous, for the controller has to be responsible for the decoration, care, and maintenance of 16 palaces and other state residences, of the Maharajah's gardens, of his libraries and armories, and of his camps.

Control of the camps is particularly important, for the Maharajah and the Maharanes live in tents in their tours of the State. There are 10 tents for their Royal Highnesses, 25 tents for officers, and 50 tents for servants.

While the Maharajah is staying at one camp, another at his next visiting place has to be prepared.

The controller's salary is equivalent to £200 a year with furnished quarters. A large number of applications has already been received by the Maharajah's secretary at the Hyde Park Hotel, S.W. Applicants have been asked to send their photographs as well as testimonials.

Why - Do You Cough?

Mr. Alan Parsons, the Daily Mail dramatic critic, describing the audience's reception of a play at the Strand Theatre recently, noted that in the second act "the customary tempest of coughing was entirely stifled."

This observation illustrates the well-recognised fact that coughing is often under the control of the mind and can be prevented.

Physical and mental factors cause one to cough, and the mental factors are generally concerned at the play.

The theatre is a great place for fidgeting, and a cough can be just as much a manifestation of his habit as the rustling of programmes. We admit not only when we find ourselves in unfamiliar surroundings, but also when we are irritated and bored.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:-

10 a.m.—St. Joseph's Church Relay—Sermon: "The Christian Family."

12 noon—Chinese Programme.

1.30 p.m.—Weather Report.

2 p.m.—Close Down.

8-9 p.m.—European Programme of H.M.V. & Victor Records.

9-10 p.m.—European Studio Concert.

8-9 p.m.—Triumphal March, Queen of Sheba, Victor Symphony Orchestra (18703).

Dance Macabre, Philadelphia Symphony Orchestra (6603).

Shepherd's Christmas Music (Bach), Philadelphia Orchestra (7142).

Allegro, La Capriciosa, Yehudi Menuhin, Violinist (1329).

The First Nowell, Adele Fildes, The Trinity Choir (1352).

Lucia—Sextette, Trovatore—Migore, Creator's Hand (35850).

Christmas Hymns & Carols, The Trinity Choir (35788).

9-10 p.m.—From the Studio: Pianoforte Solo Mr. Harry Ore "The Harmonious Blacksmith" (Handel).

Song Mrs. Sanger (Soprano) "Shadows & Light" Accompanied by the Composer Mr. George Grimble.

Song Mr. Li Chor-chi (Tenor) a. "Pavane Angelica" (Frank). b. "Crucifix" (Faure).

Pianoforte Solo Mr. Harry Ore a. "Prelude" (Greig). b. "Cradle Song" (Greig). c. "Nocturne" (For Left Hand Only) (Scriabin).

Song Mrs. Sanger (Soprano) "Stars of the Summer Night" Accompanied by the Composer Mr. George Grimble.

Song Mr. Li Chor-chi (Tenor) a. "Ahi Sweet Mystery of Life" (Herbert). b. "Valse" (Russell). c. "I Know a Lovely Garden" (D'Harclot).

Pianoforte Solo Mr. Harry Ore a. "The Snow is Dancing" (Debussy). b. "Two Lullabies" (H. Ore).

10 p.m.—Close Down.

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EXCLUSIVE TABLE

entirely under European management. Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible. Terms very moderate. Reservations by letter or cable.

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Tels: 57380 & 57385 (Private). Telegraphic Add: "Fern" H.K. Our motto is "SERVICE."

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Christmas Greetings that will renew old friendship, and bring joy and happiness to many.

Our Exclusive Cards with or without photographs will convey to your friends glad messages of Goodwill.

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U. S. Recreation Club
Royal H. K. Golf Club

HOSPITALS

Victoria Hospital
Matilda Hospital
Alice Memorial Hospital
New Tung Wah Hospital
Nursing Home, Canton
War Memorial Nursing Home

OTHER BUILDINGS

Repulse Bay Hotel
Mountain Lodge
Pallanjo House, Canton
Stubbs Road Garage
Police Station, Sham Shui Po

Oriental Hotel, Canton
Aigburth Hall
South China Morning Post Building
Sisters' Quarters Matilda Hospital
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All systems are designed by a member of the Royal Sanitary Institute and Institute of Heating and Ventilating Engineers, thoroughly acquainted with local conditions and requirements.

SECONDLY.

All work executed by our own staff under expert European supervision, thereby eliminating scamped work caused by subletting.

THIRDLY.

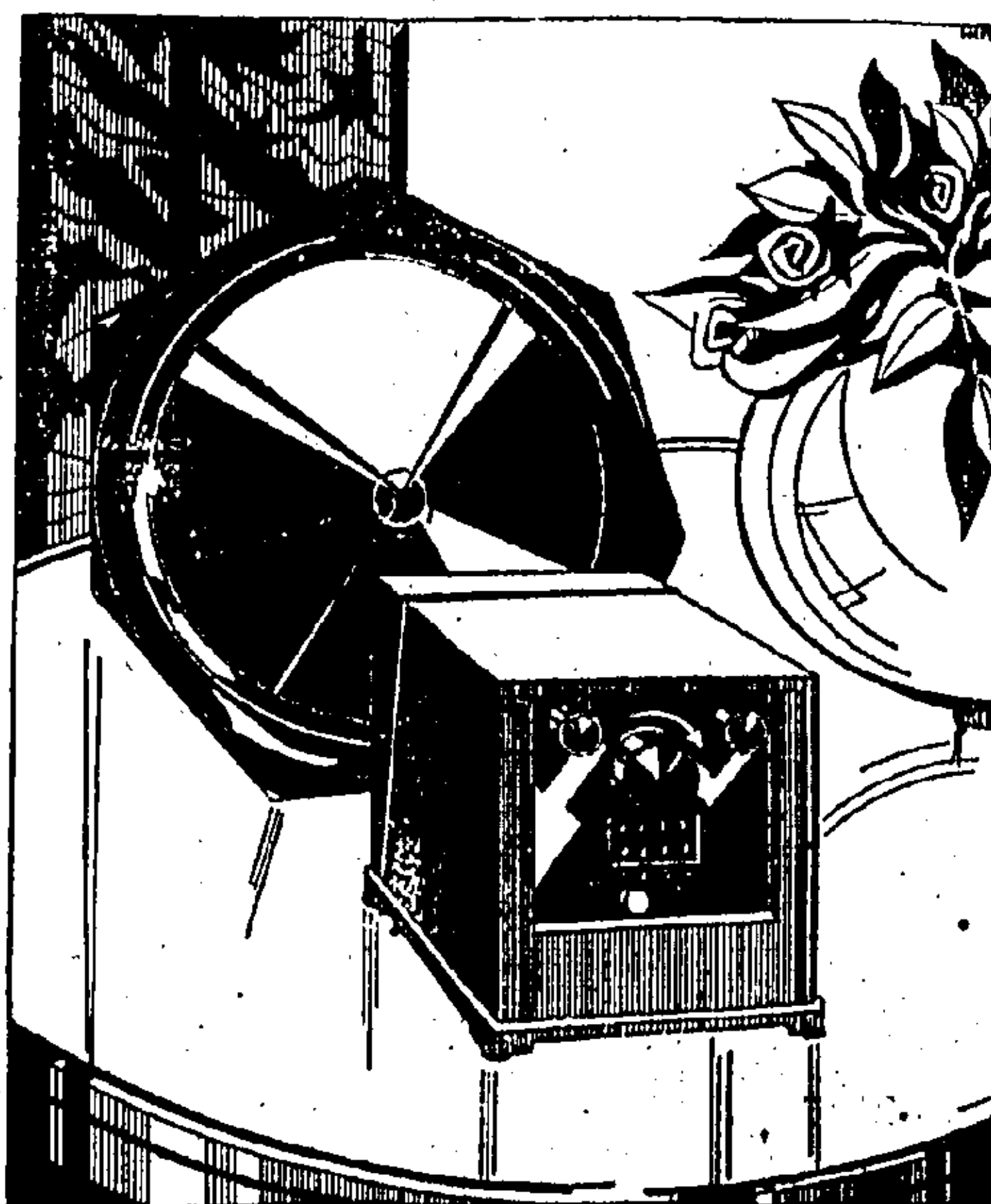
We do not interest ourselves in so-called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

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MUSIC ALL THE YEAR ROUND.

You want radio at its best... You want an electrical gramophone too, but you don't want the heavy expenditure a double purchase entails... that's where the PHILIPS CASAPHONE comes in. The only instrument that'll be able to satisfy you in every respect. It's a radio set and gramophone amplifier all in one... gives you the nearby stations with wonderful purity and realism, and it enables you to play your

gramophone records with that beauty and volume unobtainable by any other means. The huge success of this remarkably compact model is a fitting tribute to its outstanding performance.

Some outstanding features:

equipped with Philips "Mindwatt" valves including a Pentode—one knob tuning—mains switch—easy to operate—all electric—

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The CALL of the OPEN ROAD

Hongkong Sunday Herald
MOTERING SECTION
HONG KONG, DEC. 14, 1930.

"... light-hearted I take to the open road, 'Healthy, free, the world before me.'"



the Cheap Oil Fiend's Nightmare

THERE are two kinds of economy — one is economy in price, and the other is economy in use. Price economy always makes a very persuasive appeal. It takes place immediately at the time of purchase. It is definite — easy to figure — and it gives quick action. But price economy always involves a serious prospective forfeiture; for, like starving the goose that lays the golden egg, the price-economy lubricant is quality-starved. It does not possess the required ability to make good in service. Important advantages expected in service must be sacrificed, thereby decreasing the value of the lubricant through a lessening of the economy in use.

Only lubricants of real quality are truly economical, for the value of the savings that comes through good service, always excel mere price saving. The motive of every purchase of lubricating oil is always service. When the motorcar owner is more particular about the price to buy than the ability of the lubricating oil to perform the service expected of it, the outcome is usually disappointment and eventually extravagance — unnecessary repairs or replacements, for instance.

A good lubricating oil and a cheap lubricating oil, even though made for the same purpose, are as different in their make-up as day from night. The good lubricant, costing more to buy because of its quality, lasts longer, does more, produces finer results, performs more dependably; and, in connection with its use, there are no worries, griefs, aggravations, inconveniences, unexpected repairs or replacements. The good lubricating oil, through the calibre of the results it delivers, makes the cheaper lubricating oil by comparison, expensive, even if the cheaper lubricating oil has been purchased for much less a gallon.

The only accurate basis of figuring the true cost and actual worth of a lubricating oil is by the appraisal of its value in service — and then compare and compute the sum-total of these with the price paid to buy it.

Vacuum Oil Company

CAR VALUE.

Result of Engineering Advances.

Engineering research in the automotive industry is responsible for the continuous rise in the value of to-day's motor cars, according to the manager of the Dragon Motor Car Company.

He states the car manufacturers have, from year to year, improved automobiles at no cost or with even lower cost to the public. These economies are the result of engineering achievement, which is responsible for improved cars and improved methods of making them.

"If to-day's cars were produced with yesterday's methods," he said, "the cost of a car would be so prohibitive that it could be purchased only by relatively few persons. If yesterday's cars were produced with to-day's methods, the result would be more or less the same. This is not intended as a disparagement of the early efforts of the engineers. On the contrary, it is recognised that their efforts made possible the high development of to-day's car. The veteran engineers to-day occupy, of course, as high a place in the industry as any who came along later.

"There have been all around improvements in practically every part of the car. Quick drying lacquer and the self starter will always stand out as some of the history making major achievements in the industry. These developments with their multitudinous benefits, were a mighty influence in the progress of the industry.

"After this, development followed development. In 1927 the fuel supply system was revolutionised by introduction of the fuel pump. Besides its mechanical advantages, it made possible a saving of millions a year to the purchasers of automobiles. This saving was important, but far more important is the fact that the fuel pump made possible increased horsepower at much lower cost. So development of the fuel pump played a most important part in making automobiles more efficient and at the same time cheaper to run.

"If the motorist would compare the cost of various units on his car to-day with those of ten or fifteen years ago, he would be amazed. The instruments on the instrument board alone would to-day make a most interesting comparison. Speedometers, many times more efficient to-day, are much lower in cost than years ago, so are ammeters, thermo gauges, oil gauges, gasoline gauges. The total savings to car owners over a period of a few years that engineering science has made, possible through development of these instruments, would be staggering.

"There is no wonder that automobile value to-day is about double that received in a motor car in 1914."

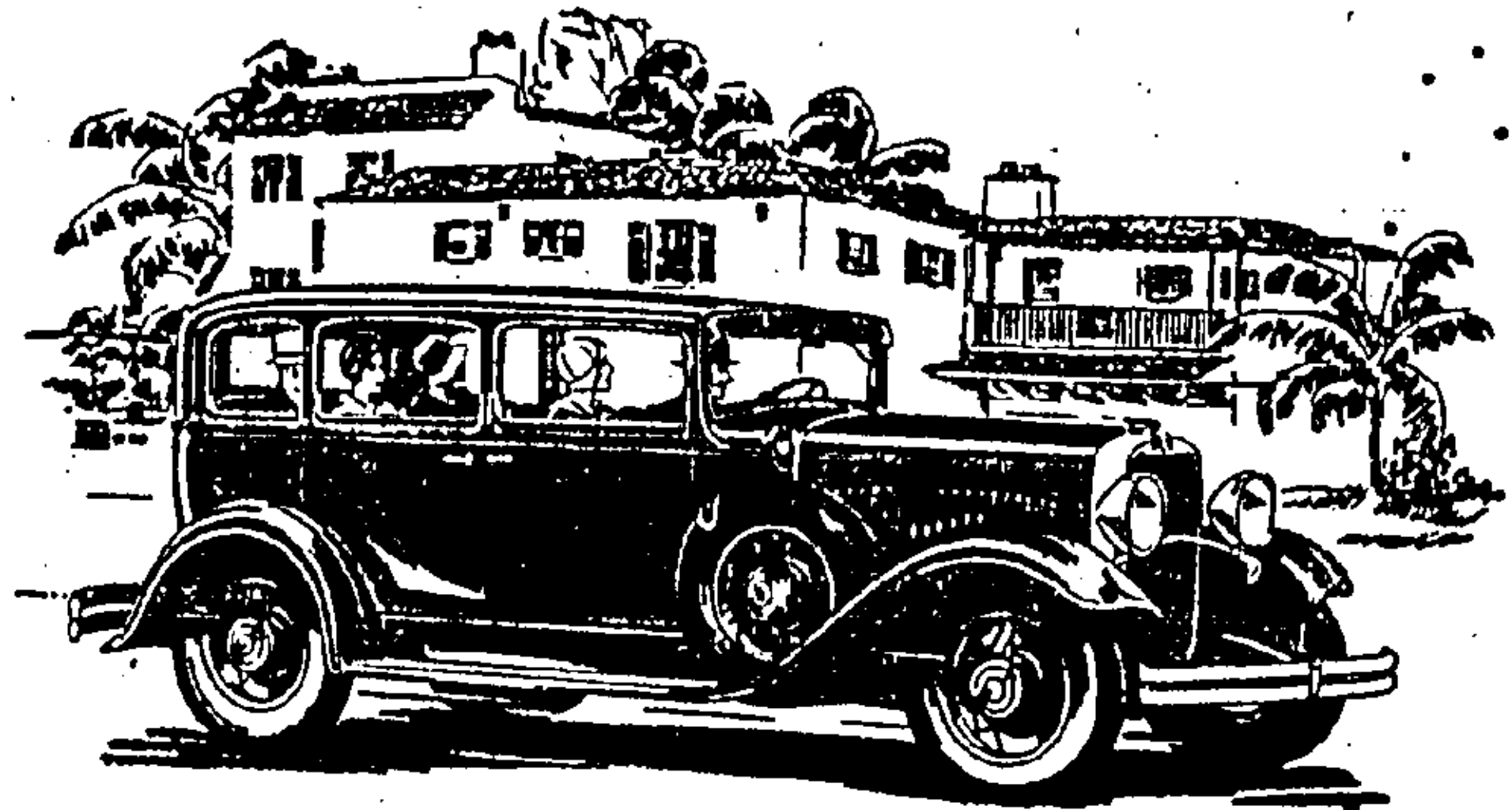
FASHIONS IN WHEELS.

At the Olympia Motor Show there were only two British light cars with disc wheels, namely, the Armstrong Siddeley and the Trojan, whilst, writes "Focus" in The Light Car and Cyclecar, I believe that there was not a single example with the steel-spoked artillery wheel which, two or three years ago, was very nearly universal. Personally, I am rather sorry that wire wheels have become so fashionable. They have a great deal in their favour on the score of strength, lightness and silence, but for those who, like myself, live in a country district, keeping them clean is often the very dickens of a task.

In connection with fashions in wheels, by the way, how well this wide use of wire wheels illustrates the fact that the Paris Salon no longer leads the world in motorcar fashions. At the Salon almost every car had bright or painted wheel discs, but neither in England nor America does the idea show any sign of taking on.

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luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Piece Steel

Bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

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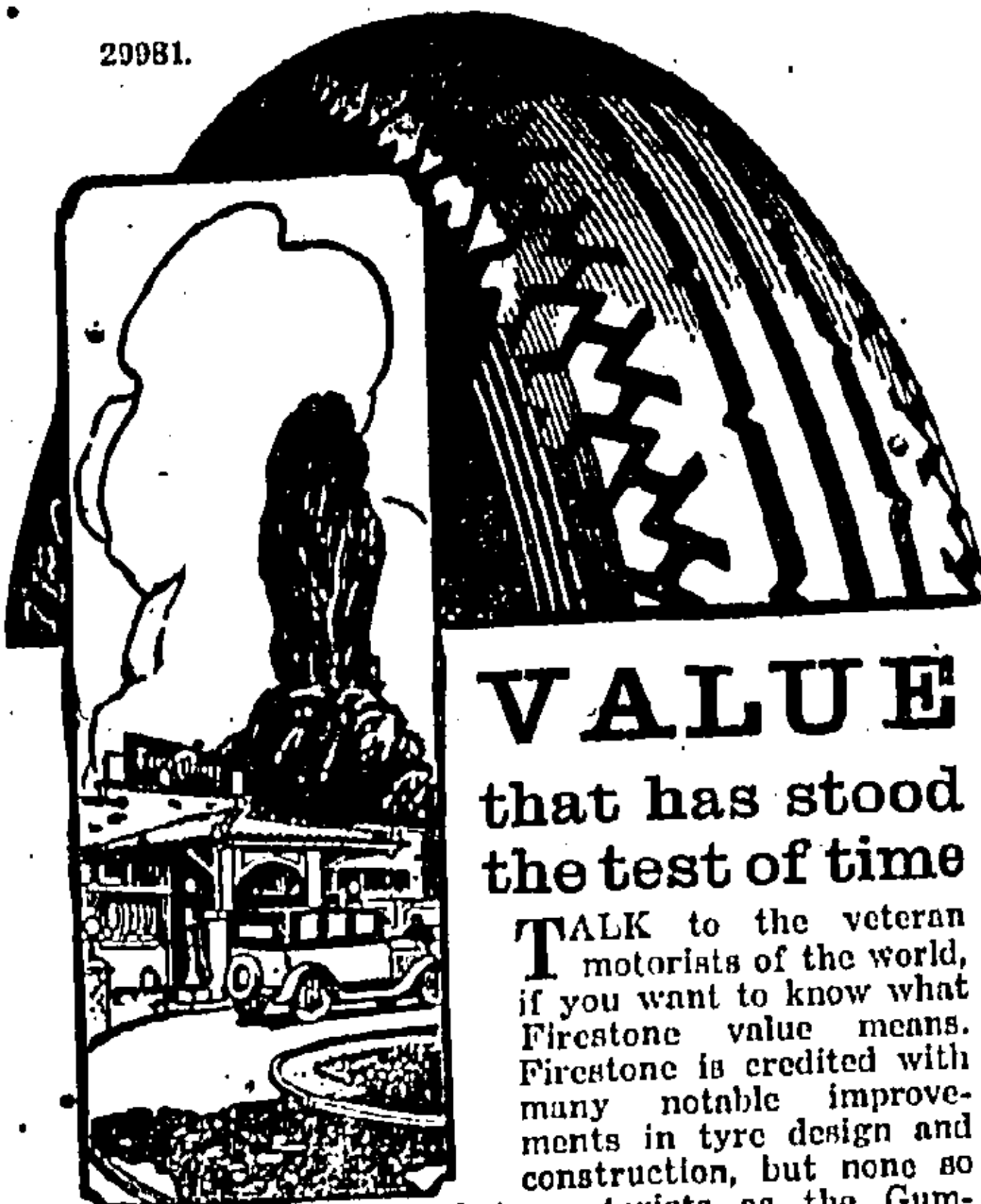
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HEARD AT THE SHOW.

The Light Car and Cyclecar tells some amusing stories of the Olympia Motor Show, among them the following:—

Having learned with regret that the manufacturers of his car had, for the coming year, adopted the fashionable ribbon radiator with

centre bar, a motorist walked on to the manufacturer's stand ready to remonstrate. "Really, you know," he said, "now that you've got this type of radiator, I shan't be able to tell these cars from the Blank models!"

"Sorry, sir," said the suave salesman, "these are the Blank models; the make you want is over there!"

CAR AILMENTS.

"M.O." That Passes Patients When Fit.

A mechanical doctor, capable of diagnosing the ailments of a motor-car and of furnishing a clean bill of health when the malade is cured, will be one of the wonders of the Motor Show, which opens at Olympia, London, on Thursday, writes Harold Pemberton, Daily Express motoring correspondent, in mail week.

It will be seen in the new garage equipment section, which promises to be of profound interest to every car-owner.

The idea of the Society of Motor Manufacturers and Traders in introducing this new section is to cheapen car upkeep costs. Motor-cars have reached a very low price level, but it is considered that much can be done in reducing the costs of service after sales. Hence the wonderful collection of machinery for this purpose that will be exhibited for the first time.

Labour Saving.

It is estimated that when some of these new labour-saving marvels—many of the new British machines go far beyond anything yet achieved by our rivals, even in the U.S.A.—come into use, repair and upkeep costs will fall to a marked extent. This, it is anticipated will have a beneficial effect on the sales of cars.

The mechanical doctor is both a protection for the garage proprietor and the car owner who brings in his vehicle to be overhauled or repaired.

It shows on a dial to what extent the car is suffering in health, and after the remedies have been applied it also shows on the dial whether or not the cure is complete.

Many motor-cars at present come out of the garage only half cured. It is impossible for the owner, unless he be an expert, to tell if the necessary repairs and adjustments have been actually carried out.

The main basis of the new instrument is that it gives the actual horse-power which is being passed through the back wheels. It tells, not only if the engine horse-power has fallen off, but also if there is any undue leakage of power through the transmission.

WILLYS-OVERLAND WINS TROPHY



I. A. Miller, President of the Willys-Overland Company, Toledo, Ohio, inspecting the famous Fenrose Trophy which will be in the possession of that company for one year for winning the annual Pike Peak stock car race with a Willys Six Roadster. This great trophy is the presentation of Spencer Fenrose of Colorado Springs, Colo., well known throughout the Rocky Mountain region as a sports enthusiast. It was purchased by him some years ago from a renowned European antique dealer. The trophy is more than 200 years old, is valued at \$5,000, and was formerly used by European nobility as a memento for champions.

Shown at A Glance.

The instrument also tells:— Petrol consumption at a glance. Whether the best kind of oil is being used.

If the brakes are in proper adjustment, and are working efficiently.

Combined with stethoscopes, it decides whether there is undue wear in the gear box, big ends, back axle, and so forth.

It provides, in effect, a test hill and a race track under one roof, for, in a very short space of time, it will give him the knowledge that could be obtained by running a car on the track and up a severe gradient.

The instrument is British, designed by Messrs. Harvey Frost in conjunction with Messrs. Heenan and Froude, Ltd., of Worcester, the experts in dynamometer design.

Take the case of a customer bringing his motor-car into a

garage for tuning. The car is run on to a platform the rear wheels resting on rollers. The various controls on the machine are connected up. The engine is then run in gear and the dynamometer gives the exact horse-power recorded through the back wheels. The car owner is shown the reading on the dial and he notes this for future reference.

Stethoscopes.

The petrol consumption meter is operated, the brake tester put into action, and the stethoscopes connected to various parts of the machine.

In a short while the mechanical doctor diagnoses the complaints. These are tabulated and a list given to the owner. When the repairs have been carried out he himself can see the mechanical doctor pass out his car as fit.

The main dial will show him the power developed after the cure. If this does not show an increase compared with the previous reading he will have cause for complaint.

It will show him the petrol consumption at various speeds, the braking effort, exerted by the brakes, and so forth, while he can listen-in at the stethoscope to make sure that any noises previously noted have been eliminated.

Motoring is certainly becoming more simplified.

The Rover Company, for example, are exhibiting a car that whistles shrilly when it is in need of oil or the lubrication system is broken down. You can ignore the oil indication but you cannot fail to hear the whistle.

SPEED.

Carefulness and Safety.

Speed has its uses and its dangers. It is the fundamental element incident, yet without acceleration there can be no progress in modern transport. Speed is essential in modern times; it may be regarded as a necessary evil to be kept within the bounds of safety, but it also must be regarded as essential.

Vehicle design of all types—car, coach, omnibus, van, lorry and motor cycle—tends towards provision of higher speed capacities. It has been suggested that machines should be so built that present day rates of speed could not be possible. In such circumstances motoring and commercial motor transport would be more costly. Increased speed capacity means increased efficiency, provided that a greater output of power is obtained for a given size of engine or for a given weight of fuel consumed.

Speed may be divided under two heads—maximum and average—in regard to which there is often a confusion of ideas. A relatively high average speed—allowing for safe and economical driving—is desirable, since, on a commercial basis, the cost of a vehicle is less per mile the greater the mileage it covers in a week, a month or a year. With lower operation costs passenger fares and goods conveyance charges can be reduced, and this economy expands trade and assists development along the right lines. To maintain good average speeds the speed capacity of a car must, in the present state of internal combustion engine design, be sufficiently high to provide ample reserve for acceleration and for high speed upon straight, open stretches of road where time can be made up.

To condemn the motor car of to-day because it will do 70 miles an hour is therefore unreasonable. Moreover, speed has other uses when expressed in terms of ac-

MOTOR USES.

Wide Field for Trade Vehicles.

The uses of the commercial motor are infinite in their variety, says The Commercial Motor. It is doubtful if any of those who first envisaged the application of the motorcar to serve the end of trade and industry ever in his most optimistic moments conceived one-tenth of the number of the ways in which it is now employed. It is certain that none of us to-day can foresee the limit of its utility.

That a motor vehicle should be used to carry materials for the making or remaking of a road is easy to understand; that it should be utilised to make these materials en route or actually to dig up the surface of the old road as a preliminary to its repair is quite another story. Yet the one purpose in as much a commonplace as the other—to-day. To what new use the commercial motor will be put to-morrow none of us can with certainty forecast. We can be sure, however, that there will be surprises in store.

One thing at least: the tradesman or manufacturer who has in view some novel use to which he thinks he might put the commercial vehicle need have no qualms about putting the proposition before any of our makers of such vehicles. It is very likely that he will find them quite able to meet his requirements, no matter how unusual these may be.

ROAD SURFACES.

Tests on Kingston By-Pass.

Commenting on the eleven test sections of road surface laid on the Kingston by-pass and the observation and tests which are to be made to compare the resistance of the different surfaces to skidding, The Motor makes a further suggestion to the Ministry of Transport. Our contemporary states:—

"In our opinion a short stretch of road laid with any one of the stone-filled mosaic surfaces should be put down somewhere adjacent to or near the test sections for a special purpose, but not necessarily for the ordinary through traffic to be run upon. We suggest that upon this special section there should be laid some of those road-dressing materials which are used so often by road authorities, and which, it is the contention of The Motor, conduce to skidding primarily because of the oily nature of the material so used."

"On such a special section equally careful observations should be made to ascertain the differences that will develop, and, in particular, skidding tests should be carried out on the treated stretch relative to the observations as to slipperiness or otherwise on the untreated sections. In that way the Ministry will really begin to grasp the fact that safer roads can be made more uniform throughout the country than they are at present."

A MATTER OF MILLIONS.

The number of miles covered by British Automobile Association road patrols during the past year was 26 millions. The total inward correspondence for the 12 months was over 1½ millions, and outward correspondence exceeded 2½ millions. The Touring Department was issuing 2,000 tours per day for every working day of the year. No less than £628,000 was spent directly for service to members on the road.

acceleration. Many an accident has been avoided because the driver had a good reserve of power at his disposal. Lack of speed conduces to traffic congestion that is proved every day by a horse drawn vehicle in a line of motors.

Not speed, but the abuse of speed, is the cause of accidents on the road. Risk and danger result from the use of speed in the wrong place and at the wrong time. If progress is not to be checked, increased average speed must come from advanced design, and the factor of safety maintained by improved control. The abuse of speed—mainly, its use at the wrong time—can best be checked by insistence on the observance of certain fundamental rules. These rules are already laid down in traffic regulations, but the only one to which a great deal of insistence is given is that relating to the 25 miles an hour speed limit. But better driving at higher speeds will only be possible when drivers themselves make an effort to make conditions safer. If every driver entered intersections sanely, gave proper signals, and used his imagination when driving, there would be more confidence among traffic generally, traffic would flow with less obstruction, there would be fewer accidents, the prejudice against speed would lessen and higher average speeds would be possible with less risk.

ELECTRIC TROLLEY.

Study of Post-War Development.

In view of the extraordinary success which has followed upon the adoption of the electric trolley bus in many places during the last few years, it is interesting to recall that although experiments were made with trolley vehicles more than 25 years ago in France and Germany, they were not a success, and it was British engineers who really solved the problem and made the trolley bus a proposition of practical commercial utility.

The first buses to run in public services in England were installed in Leeds in 1911, but instead of going into the market and getting vehicles on orthodox lines, they manufactured for themselves a weird contraption of a very crude type. The neighbouring city of Bradford started running trolley buses of a more conventional type about the same time, but these vehicles were handicapped in that the unladen weight was not allowed to exceed 3 tons, necessitating light construction, and they were of course fitted with solid tyres.

Naturally progress with trolley buses were entirely suspended during the war, but after the war, during which tramway systems had been very much neglected, British engineers set to work again, and with greater latitude on the part of the Ministry of Transport, coupled with practically continuous developments and improvements in design, not the least of these being the production of efficient giant pneumatic tyres, the trolley bus has now taken its place in the forefront of urban passenger vehicles.

Of course, the trolley bus of to-day bears no comparison whatever with early efforts, either as regards general design, constructional details, or operating efficiency—in fact, the 1930 trolley bus is a very different vehicle even from that of 6 or 8 years ago, and its performance virtually has to be seen to be believed.

The pioneers of the modern trolley bus are the well-known firm of Ransomes, Sims & Jefferies, Ltd., of Ipswich, England, whose extensive manufacturing and running experience is reflected in the latest production. Messrs. Ransomes have supplied trolley buses to a considerable number of undertakings both in England and abroad. For example, at Medellin, Colombia, they inaugurated a service in 1923, which has such a success that further buses have been ordered. A further proof of the popularity of Messrs. Ransomes' trolley buses is afforded by an order recently received from Rotherham for 20 4-wheel chassis, these having been selected after tests with other makes, while from the 'St. Helens Corporation' a second repeat order has just been placed, this time for 5 6-wheel double deck vehicles.

HILLMAN.

The New Vortice Eight.

Two departures of outstanding importance are revealed in the Hillman programme for 1931. A new and most attractive Straight Eight, known as the Vortice, is to be added to the range; while reductions have been made in the price of the present Straight Eight.

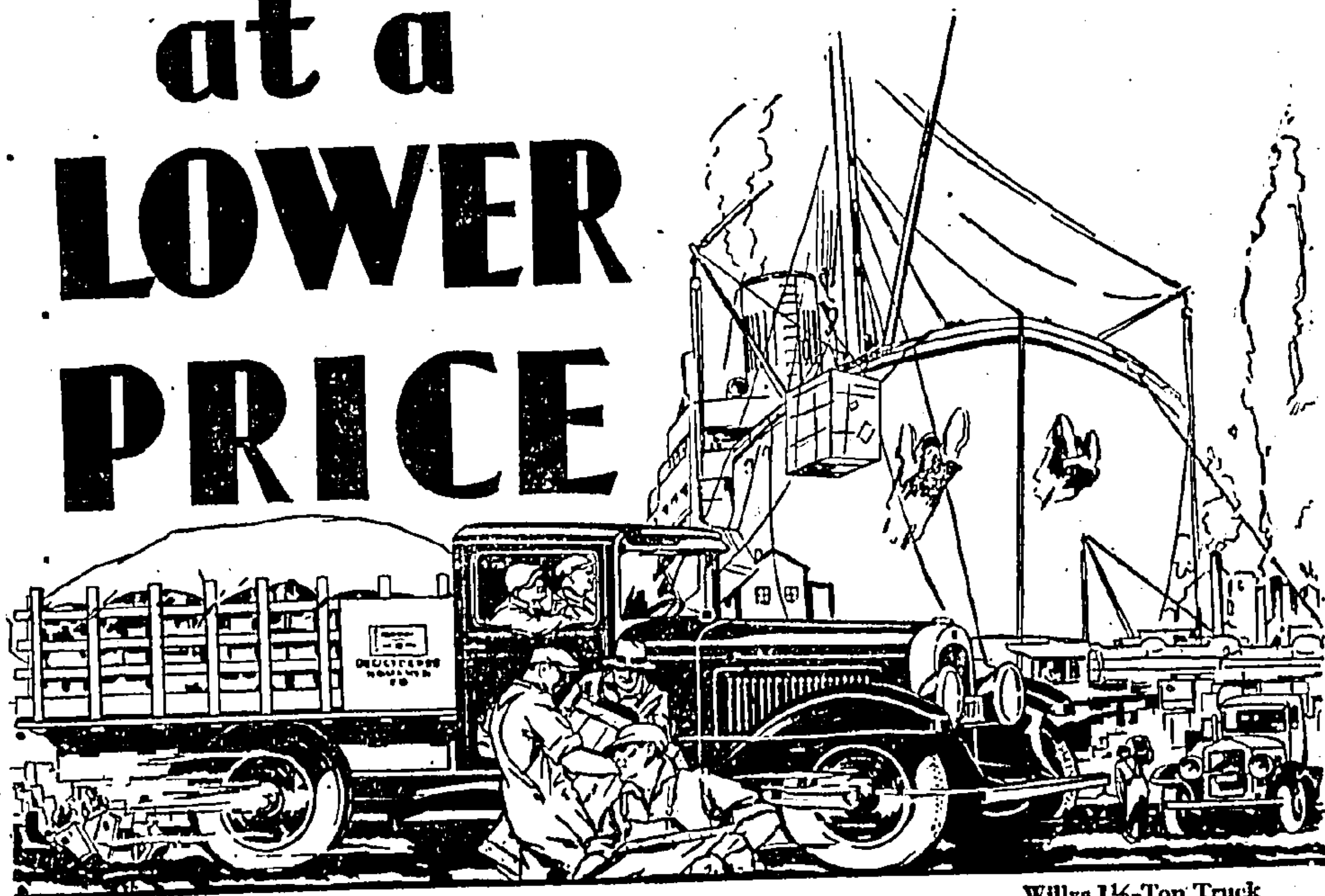
The Vortice has a 19.7 h.p. engine of great flexibility and power. It is fitted with the Hillman patented "Turbo" combustion head which greatly adds to its efficiency, specially designed connecting rods combining extreme lightness with great strength and a five bearing crankshaft harmonically balanced to damp out the slightest vibration.

An outstanding feature of the car's lay-out is the central change, 4-speed gear-box with silent third (or "Traffic Top") ratio. In top it has a maximum speed of 70 m.p.h. and in "Traffic Top" its maximum speed exceeds 60 m.p.h. Oil and air cleaners are fitted, while a hot spot adds to the efficiency of the carburation. Ignition is by coil. An open propeller shaft carries the drive to the spiral bevel, banjo type rear axle. Thermostatically operated radiator shutters, Marles steering (which can be fitted for right or left-hand drive), and four-wheel Duo Servo brakes are other important chassis features.

The Vortice Saloon, the only model at present listed, is of handsome appearance, due largely to the excellent lines of the bonnet and the depth and boldness of the radiator. It has an easily operated sliding sun roof, a slightly sloping windscreen and wire wheels with large diameter hub caps. The saloon is equipped with Triplex glass and furniture hide upholstery.

The 14 h.p. model is retained unaltered.

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Willys 1½-Ton Truck

A BETTER TRUCK was the watchword of the designers when these trucks were planned.

Each unit had the closest attention to ensure trucks that would operate at the minimum cost yet ensure speedy delivery and ample reserve of power.

Study the details of the sturdy engine with its heavy counter-balanced crankshaft, force-feed lubrication, silent tim-

ing chain and large oversize bearings.

It is a triumph of modern design and AT A LOWER PRICE—consider the sturdy rear axle and deep frame—here is strength and rigidity—you will find in Willys-Overland Trucks a proposition that is unequalled by any other manufacturer.

Before buying elsewhere see your nearest Willys-Overland dealer for more complete information.

WILLYS-OVERLAND

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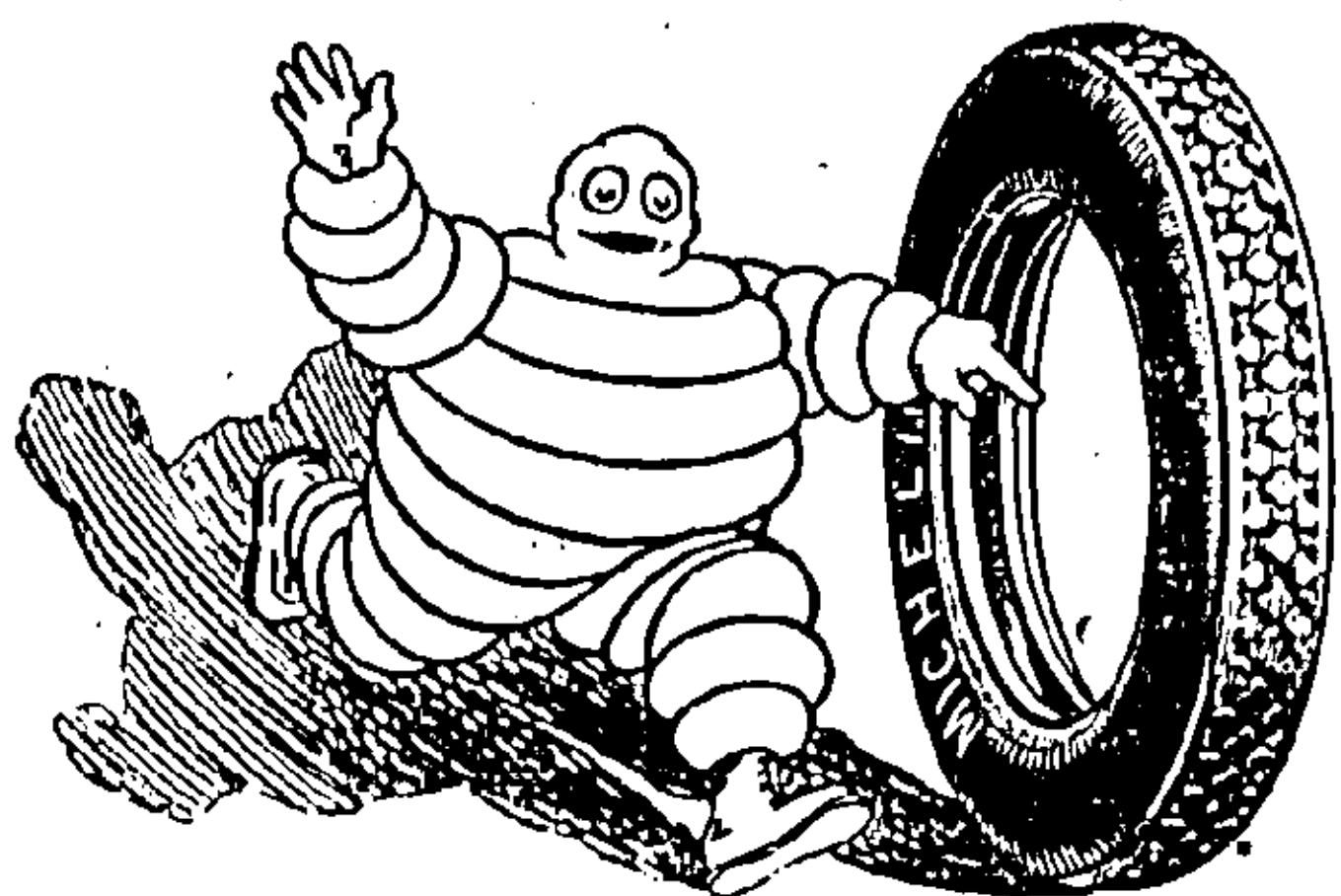
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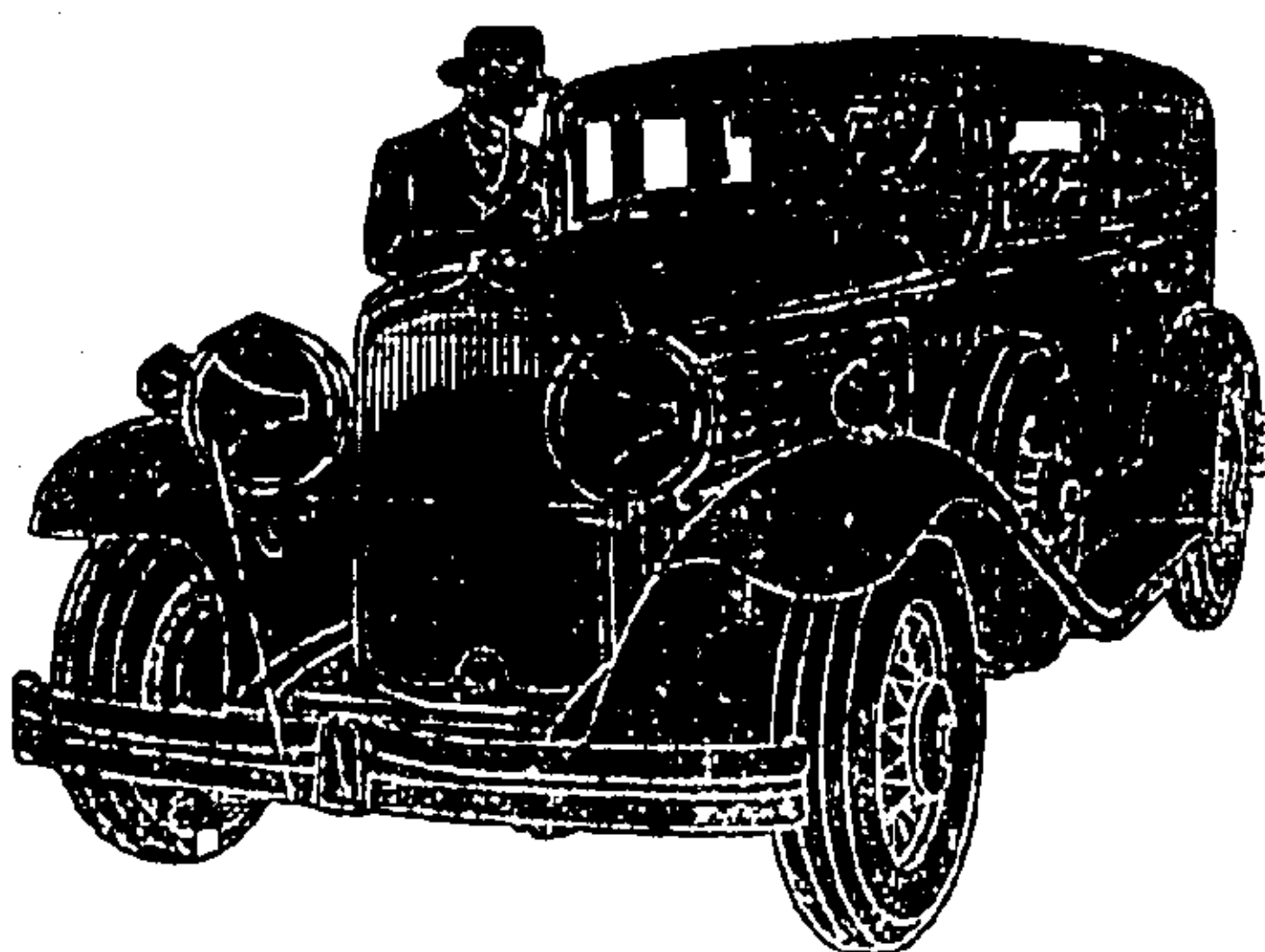
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Marmon Also Builds—the New Big Eight, the New 869, and the New Marmon Model R.

The Industry's Most Experienced Builder of Straight-Eights

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WHEEL SLIPPAGE.

Causes Variations in Distances Registered.

Automobile drivers are often puzzled by the apparent variations of their speedometers in measuring the distances between two geographical points. The mystery, in part, is due to the fact that the wheels of an automobile slip. As a rough average it may be said, according to Mr. C. H. Getz, Flak Tyre dealer, that wheel slippage accounts for 4 miles in every 100; in other words, 1,000 miles of actual travel registers about 1,040 on the mileage dial of the speedometer. Slippage varies with the air pres-

sure in the tyres, with wet and slippery roads, with bumps that set the rear wheels to spinning, with the number and degrees of curves and grades, with car speeds, and with the expertness of different drivers in stopping and starting smoothly.

"Slipping tyres grind off rubber," says the Flak tyre man. "While slippage cannot be eliminated entirely, it can be greatly reduced if the tyres are kept at the correct air pressure. With the high speeds common to-day, tyre manufacturers are accomplishing wonders in building long-life rubber that stands up for thousands of miles under the emery-like scraping of fast slipping wheels against concrete pavements."

MOTOR AMBULANCE.

Comfort and Utility in New Type.

A new type of motor ambulance was exhibited on November 4 in the quadrangle of the County Hall, Westminster, by Messrs. W. and G. du Cros.

The vehicle is of the hospital, as distinct from the accident, type, and is mounted on a Clement Talbot chassis. It has a six-cylinder engine and a double reduction low loading type rear axle. The driver's seat is completely enclosed, and the ambulance has "Purdah" neutral-tinted glass windows and a special fireproof and washable floor.

There is accommodation for two hospital-type stretchers, and an occasional seat with mattresses and upholstery of washable rubber. There is also a water-heating apparatus, a fitted wash-basin, and a cupboard for sanitary utensils.

The cost of the ambulance complete is £650.

"SPEED COPS."

Offences Under New Road Act.

A special corps of "speed cops" is being formed by the Metropolitan Police to deal with the many offences which are expected to arise under the provisions of the new Road Act, which comes into operation next January.

The corps will consist of a hundred officers and men who will be provided with motor-cycles capable of the highest speeds.

They will be distributed among the various outlying districts of the Metropolitan Police area, and their duty will be the somewhat difficult one of summoning motorists who, in their opinion, drive in a dangerous manner or commit other offences against traffic law.

One of the most common offences is expected to result from the liberty which motorists will enjoy of driving as fast as they like. Speed does not necessarily mean danger, but it has been thought necessary to place some special check on motorists who may be inclined to put speed first and safety second. For this purpose the new corps of "speed cops" is being formed.

It is intended that all members of the corps shall wear uniform when on duty, and they will have to possess satisfactory qualifications in driving, road sense, and mechanics.

£100 CARS.

Gives Promise of Materialising.

The long-awaited £100 car assumes definite shape and gives promise of materialising not as the result of anything startling, but in the natural development of baby cars, says The Light Car and Cyclecar. In years gone by an optimistic public awaited its advent much as they would have looked forward to the hoped-for appearance of some new star in the firmament.

Yet the signs of to-day are all significant; prices are falling nearer and nearer to the £100 mark, and the value for money offered exceeds anything imagined by the most optimistic dreamer. Four-wheel brakes, chromium plating, electric lighting and starting, large-section tyres and so on have fallen naturally into place on cars costing for the new season from £122 10s. upwards, whilst for the first time in history a four-speed gearbox has been incorporated in the design of a light car costing no more than £130. Let it not be forgotten, too, that for £87 10s. one can buy to-day a family model three-wheeler of world-wide renown. Verily, the development of small cars will constitute the most romantic pages in the chronicles of motoring.

4-WHEEL STEERING?

"The Cause of 90 Per Cent. of Skids."

Why not four-wheel steering? asks an Auto-car correspondent. I know it sounds very absurd, but I think it could be done with success, especially on cars of the T.T. type.

My idea would be to have the rear wheels turning in the opposite direction to the front wheels, thus making them follow the very natural course taken by the front wheels. The way the rear wheels have to cut round a corner is, I believe, the cause of 90 per cent. of the skidding accidents.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

CARE OF THE CAR.

Cleaning the Body.

It pays to look after a new car; second-hand value is greatly affected by appearance and if one starts right away with a new car, cleaning it regularly, subsequent operations do not involve such labour as if left for weeks on end. Then, after a season's use, the car will still have its bright appearance and the owner will realise that the cleaning was worth while.

With any kind of finish it is the best plan, if facilities are available, to hose the car before it is garaged when it has been out in the rain or driven over wet roads. The mud is then soft and can easily be removed. There are certain points which should be remembered in connection with hosing down any type of car. A very strong fine jet can be directed to the underside of the mudguards, over the wheels and the chassis (axle, springs, etc.) in order to remove caked mud.

To remove grease, paraffin oil and water should be used. For the bodywork, however, and the upper sides of the wings a gentle flow of water over the panels only should be used to soften the mud, followed subsequently by sponging down at the same time as the water is allowed to flow over the panels and dry off with a good quality chamois leather.

A fabric body should not be neglected for long. If left, dirt will become ingrained into the material and present a dull appearance even after hosing. Very dirty fabric can be cleaned by washing down with warm water and soft soap. Polishing is effected by the use of a suitable preparation, of which there are many on the market. Occasional cleansing during the week, for instance, can be effected by brushing the dirt off and then polishing.

Another point which should have attention in a new car is the head-lamp setting. The bulbs may not be quite in focus, and it is possible that the actual lamps may be so mounted that the beam of light is thrown upwards or downwards so that the driver does not obtain the most benefit from them, and they may blind other people on the road.

"PLEASE PASS ME."

Manufacturer's Solution to Loitering Problem.

When they take delivery of a new car, intelligent motorists invariably drive it carefully for a few hundred miles, in that, annoying though the practice may be, they know it is well worth while.

Perhaps the most irritating part of the process, however, is that on certain occasions it must necessarily cause a slight "obstruction" to other motorists. We all know the black looks of the "other man" as he eventually passes us after frantic use of the electric horn. The obstruction is to some extent inevitable, but the annoyance to both parties can be alleviated.

The Singer company, at any rate, has found a solution to the "loitering" problem. On the rear-light of every new car which leaves the factory, the following notice is pasted: "New Singer car being carefully run in. Please pass me." The reason for the low speed is at once obvious to the man behind, and abuse of the horn, ill-temper, etc., are obviated.

Another advantage is that, even after the car is run in, new and nervous drivers can leave the notice in position until such time as they gain complete confidence.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or 'Phone 24041.

BUYERS' GUIDE

MOTOR CARS.

AUCTIONS.—All makes can be seen and purchased at Whitta's Motor Auctions, Cameron Road, Kowloon.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25074.

DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25074.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25044.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

FORD.—Wallace Harper & Co., Ltd.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25074.

PONTIAC.—The Oriental Motor Car Co., 303-9, Hennessy Road, Tel. 20406.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

AUCTIONS.—Hong Kong Used Cars Co., Cameron Road, Kowloon.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25044.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORDSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

AUCTIONS.—Cameron Road, Kowloon.

D.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 50242 & 57804.

NORTON.—The Sincere Co., Ltd., Des Voeux Road. Co. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25044.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

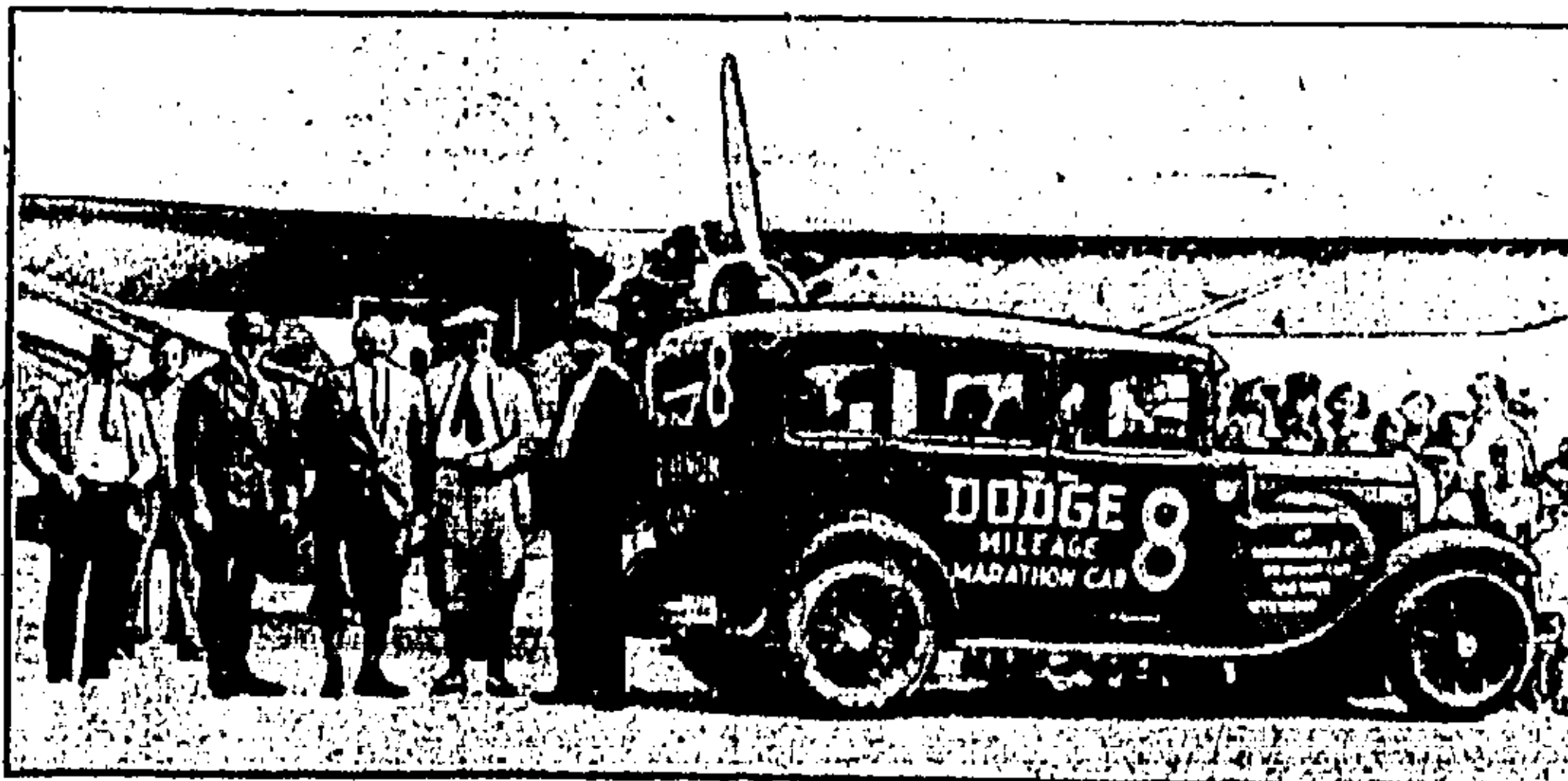
INDIA TYRES.—W. R. Loxley & Co., York Bldgs. Tel. 22235.

MICHELIN TYRES.—Goeke & Co., China Building. Tel. 22221.

WHITTA'S MOTOR AUCTIONS, Cameron Road, Kowloon. Next to Peninsula Garage.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

An Historic Shrine of Aviation.



The Dodge Eight Mileage Marathon car which is expected to pile up more mileage than has been put on any car in the past has already covered over forty thousand miles during six trips back and forth across the American continent in the first ninety days beginning July first. The car is here pictured at historic Old Orchard, Maine, the spot from which most of the world fliers have taken off on their trips across the Atlantic.

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All Cars, Motor-Cycles, Trucks,

and Motor Accessories are on

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Cars for Sale received up

to Wednesday at 5 p.m.

Sales Room Open for Private

Sale Every Evening to 7.30 p.m.

BIG AND ROOMY.**Willys-Knight Six's New Model.**

[By Edgar N. Duffield.]

When Sir Wm. M. Letts, K.B.E., resigned the managing directorship of Crossley Motors, Ltd., people (among even his most intimate friends) who knew how much the name of Crossley had meant to him for 20 years, wondered why he had retired. Now after a day on a Willys-Knight 66-B, I begin to understand. I knew, previously, what Sir William thought of Mr. John North Willys, and of sleeve-valve engines, and of Willys-Knight cars; but I had not appreciated the thoroughness with which he—meaning Sir William Letts—had grasped the importance of the sleeve-valve principle, as applied to the world's largest, most numerous producers of sleeve-valve motors, because although he was so very early a motorist, I had always thought of him rather as a business man than as one really keen upon technical niceties.

Perhaps it is because he is an astute business man, rather than a keen technologist, that he has decided to concentrate upon the Willys-Knight and Willys-Overland products.

So much for what was a riddle. We can now get to the car, which is a big, roomy, amply powered saloon, of unimpeachable appearance, as well as performance, selling at a very conservative price, yet very nicely appointed in every way, a car whose motor needs decarbonisation at intervals only of 40,000 to 45,000 miles, a mile-a-minute car at will, good for 75 m.p.h. on the full stretch, yet with top-gear flexibility, suspension, steering and roadworthiness which are each and all exemplary.

This car has not a whole heap of specifications. Its six-cylinder motor, with a Treasury rating of 27.34 h.p., develops 82 h.p. at 3,200 r.p.m. The valves are of the double-sleeved type, the aluminium pistons are Invar steel-strutted, the crankshaft has seven main bearings, the distribution gear is silent-chain operated, and lubrication is under pump-pressure to crankshaft, valve-sleeve shaft, connecting-rod bearings and timing chains, only the sleeve and the pistons depending upon spray or oil-mist. The oil-feed is automatically regulated in accordance with engine-speed, there is a pressure-gauge on the instrument board, there is an oil-refiller (which purifies and cools, as well as filtering) the engine-oil, the Tillotson carburettor enjoys the co-operation of an air-filter as well as a fuel-strainer, and the sunken cylinder-heads are of course detachable.

Cooling is entrusted to a V-sectioned-belt-driven pump and fan and a set of radiator shutters which are thermostatically adjusted. There is an engine thermometer reading on the instrument board — which, by the way, like all the internal hardware, is finished in dull bronze. A dry, single-plate clutch, with its disengagement mechanism lubricated from the single-shot installation which oils the whole of the chassis and running gear, communicates the drive to a three-speed gear-box, and thence to a sumo-floating spiral-bevel rear axle. All springs are of semi-elliptical pattern, 39 ins. forwardly and 57½ ins. rearwardly, in length. All springs have shock-absorbers. Bendix brakes, controlled by pedal, expand in the drums on all four wheels. The hand-operated brake is on the transmission only, and its lever is none too long, but it is a real brake, unlike the hand-

brakes on so many Canadian and American cars. On this matter of levers, I think the cranking of the change-speed lever might be improved. Mr. Coxhead, a very old Willys-Knight and Overland enthusiast, who brought the car to my home, disagreed with me; but that's a way of his. The knob of this gear-lever (spending most of its time in the top gear, or third, position) rests more or less over the cushion between the driver and his immediate companion, and so occupies space that might be used more advantageously; but it would be a very simple matter to cold-bend or reset the lever itself to such an extent that this would not be. Except for the—as it struck me—shortness of the brake lever and this excessive cranking of the change-speed lever, I am willing to go on record as opining that there is not a single tiny little thing to criticise on the Willys-Knight Model 66-B.

It has Ross cam-and-lever steering, with an adjustable pillar-raise, an 18-inch wheel, and a gear of steering admirably suiting the 31 by 6 ins. cord tyres. It has an Auto-Lite two-unit electrical installation, wired single-pole, with automatic variation of the battery-and-coil ignition, although the firing point is also manually variable, on the instrument board. The starting, lighting, horn, lamp-dipping and ignition controls are all centred above the steering wheel, the standard wheels are wire-spoked, six in number, and tyred, the fuel-tank holds 18 gallons and feeds the Tillotson carburettor through an Autovac, the heat-supply to the induction-manifold is manually controlled and all controls are lockable, as are all doors, and regular equipment includes an automatic screen-wiper, two driving mirrors, tail, "Stop" and backing lamps, a speedometer, a North-East electrical horn, a single control for the opening or otherwise of the wind-screen, a luggage-grid, and so on, and so forth.

Coachwork and Performance.

This is the sort of motor car which makes me glad that I have consistently disclaimed knowledge of bodywork. Its saloon body is very, very nicely designed, built — so far as silence of running suggests — and finished. Nothing jazzy, nothing "Amurrican." All internal metal-work is in dull bronze. There is nothing to polish. The upholstery expresses the very last letter in restraint, the cabinet-work is similarly chaste, the forward seats are independently adjustable to a nicety, all six windows can be raised or lowered, there is liberal door-width, and leg room, and elbow room, and the body as a whole is much roomier fore-and-aft than are those upon most chassis with but ten feet of wheelbase.

A pleasanter six to drive, nobody wants; and not many people are likely to get one. I asked Coxhead to stunt. He stunted. I'll say he stunted, all right! His long suit was extreme flexibility, coupled with wonderful top-gear acceleration. He would loaf up a longish, steady hill, loaf until I wondered why he had a three-speed gearbox. He would then thrust his foot down, disdaining to touch the manual ignition control, and that engine would build and build until I wondered once more why anybody and everybody who could afford a Knight licence had not obtained a Knight licence, as soon as Daimlers showed us how good a Knight motor could be!

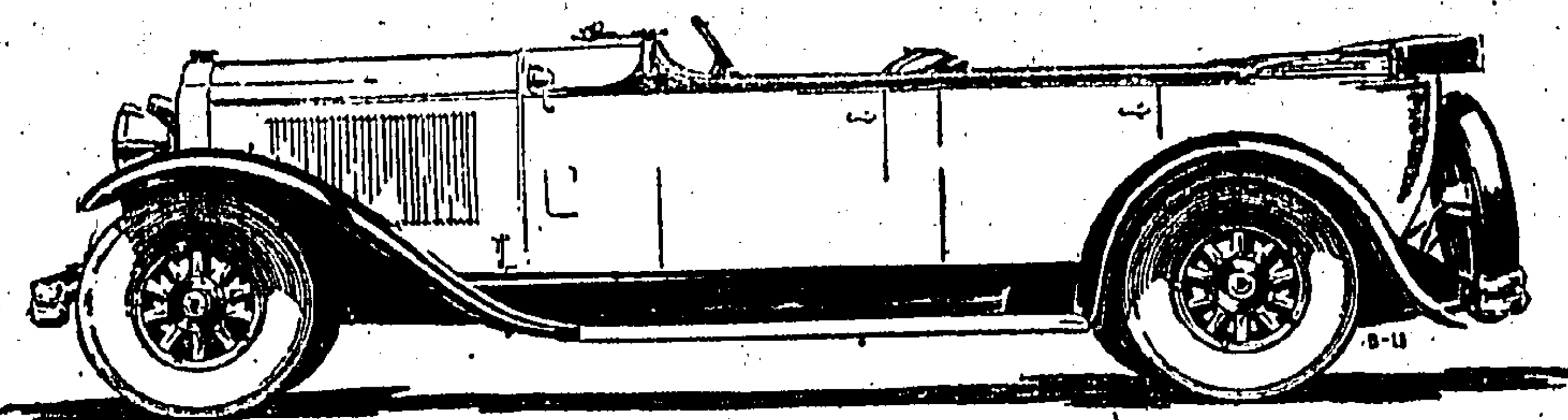
With all considerations for all my mushroom-valved friends, the sleeve-valved motor seems to have performance-refinement all its own, to be particularly and expressly "above" little details of ignition-timing. I can see no reason why this should be except

that—the piston—moving with-in two cylinder-walls, so to speak (or three, in all, to be precise)—the dissipation of internal heat is much better than it is in the case of a piston moving within a single chamber, which has to do all the heat-distribution. How far, how much, this can explain the demonstrable freedom from any symptoms or suggestions of pre-ignition which may be noticed in connection with all sleeve-valved motors, this is neither the time nor the place to discuss; but this Willys-Knight 66-B emerged successfully from crank-shaft-speed variation-tests to which I should hesitate to submit any mushroom-valved motor without a chink or a tap. On a 1-in-14, or perhaps 1-in-12 upgrade, this engine would pull pleasantly yet purposefully at anything from about 800 to 3,000 r.p.m., without anywhere in the range making me wish that I were driving, so that I could help it a little by dragging back the firing point and taking second, if not first, speed to get really going again.

Engine, clutch, gear-box, final transmission, steering, braking, behaviour as a whole, driving comfort, visibility acceleration, retardation (through the four-wheel braking)—I could not find a single fault. And when I told Coxhead this, he said: "Why should you? If Sir William does not know, if Mr. Willys does not know, what a motor-car is, now, to-day, it's high time they should!" That was true, and I never argue against the eternal verities. So I changed places with my mentor, discovered that I could do all the immoral things — immoral in the cases of most other cars — which he had done, and decided that anybody who seeks a better six than a Willys-Knight 66-B saloon, at anything like the price of a Willys-Knight 66-B saloon, must set out on his journey with a much better lantern than had the lamented Diogenes, when he ventured forth to find an honest man.

Coxhead tells me that the single-shot lubrication really works, that the oil does get around to its appointed trysting places, and that he can stand on his four-wheel brakes in a fashion which he hesitated to demonstrate in the presence, before the eyes, of an old-timer like myself, without shifting an inch off his course. I must say that I thought these brakes particularly nice in their "straightness." Over and over again, week after week, dashing young fellows like him tell me these same things about their cars' four-wheel brakes, and I say "Quite!", and then shut my eyes, and murmur "Nunc dimittis, Domine. . . ." and in other ways prepare for the worst, coming to earth again surprised to find myself still in the same county. Four-wheel brakes which are anything but perfect are amongst the worst and most deadly of man-traps. But these operated just like the language in a catalogue just like Sunbeam brakes, the first and best—since the War—of all four-wheel brakes that were anything but a snare and a delusion.

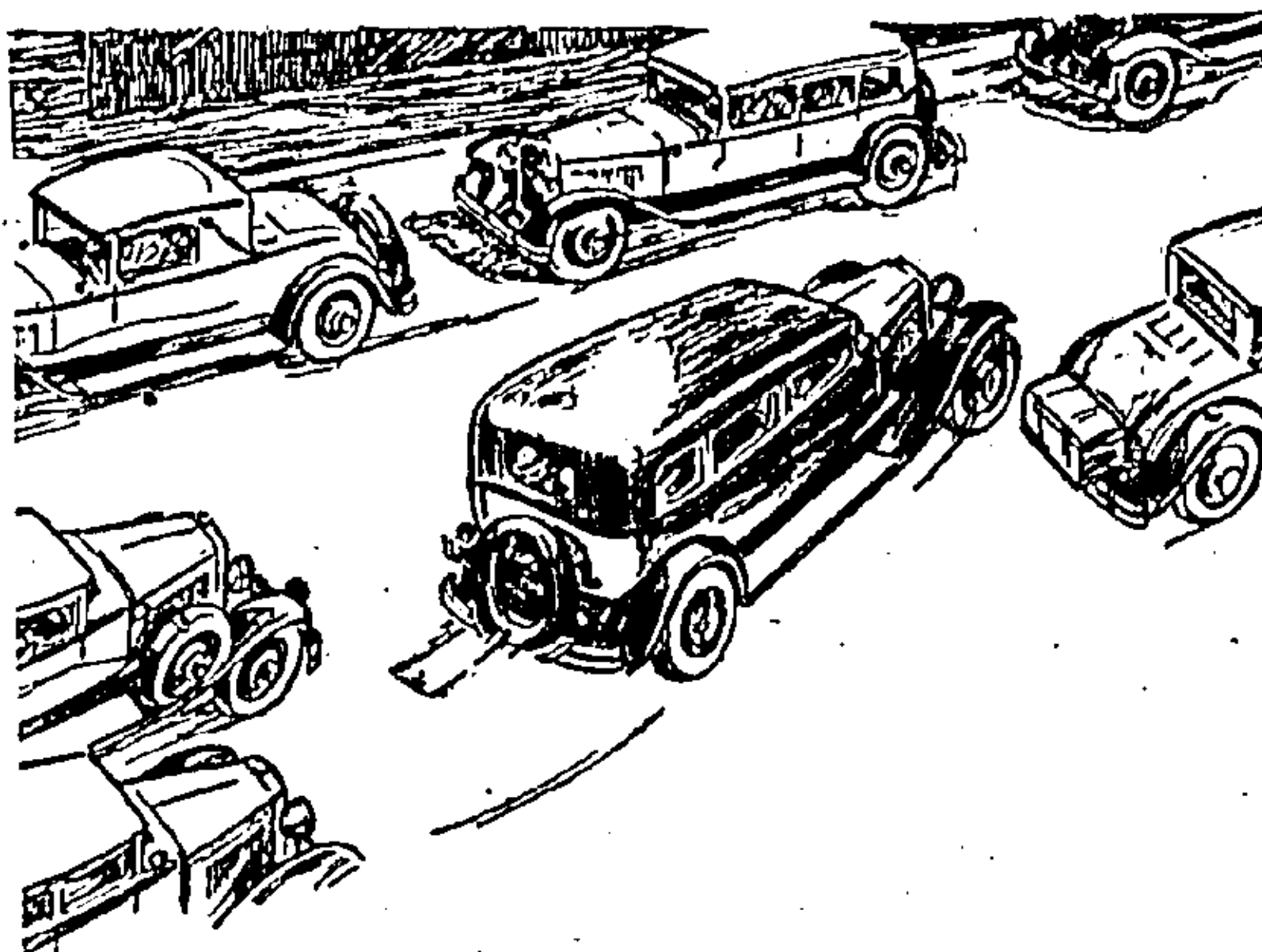
I am all for safety. Not first. First, last, all the time. I have never paid more than £800 for a motor car of my own, because I have always been as poor as Lazarus, without a friend named Dives in the same district. I like to travel rapidly, on occasion. Four-wheel brakes were intended, by their entrepreneurs, to make it safer to travel rapidly than one dared without their assistance. But there are four-wheel brakes and four-wheel brakes, and although I would felicitate Sir William Letts first upon the quality of his engine, upon the refinement, docility, flexibility, nicety, call it what you will, of its performance, I think that easily



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have bought Buicks with utmost confidence for twenty-five years!

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

PARIS MOTOR SHOW**Price-Cuts in European Cars.**

Paris, October 2.

A large crowd, including members of the Diplomatic Corps and prominent politicians and financiers, attended to-day's opening of the International Motor Show at the Grand Palais in the Champs Elysees.

The outstanding feature of the show is the price-cuts and the vastly improved designs of many European cars.

French and German manufacturers have, on the strength of the success of the buy-at-home movement, followed the British example and materially reduced their prices in an effort to freeze out the American invasion.

It is understood that this development is causing great anxiety to the leaders of the American motor-car industry assembled here and, it is further understood, they propose to concentrate all their efforts on forcing up the output of their factories erected in recent years in Europe.

NORTHAMPTON'S BUS FLEET.

The new Guy vehicles put into service by the Northampton Corporation have evoked a chorus of admiration from all who have used them; they are indeed luxuriously comfortable.

Knee space has been rather scarce up to the present in the single deckers, but Mr. Cameron, the Northampton Tramways Manager, allowed an extra 2 ins. knee space in each seat of the new saloons, which carry 28 passengers apiece. The seats are double sprung, and like those of the Guy six-wheel double deckers, are upholstered in real hide. This, in itself, is a tremendous improvement to vehicles which are so low riding that a small person can stand outside and look into the body of the bus with comfort.

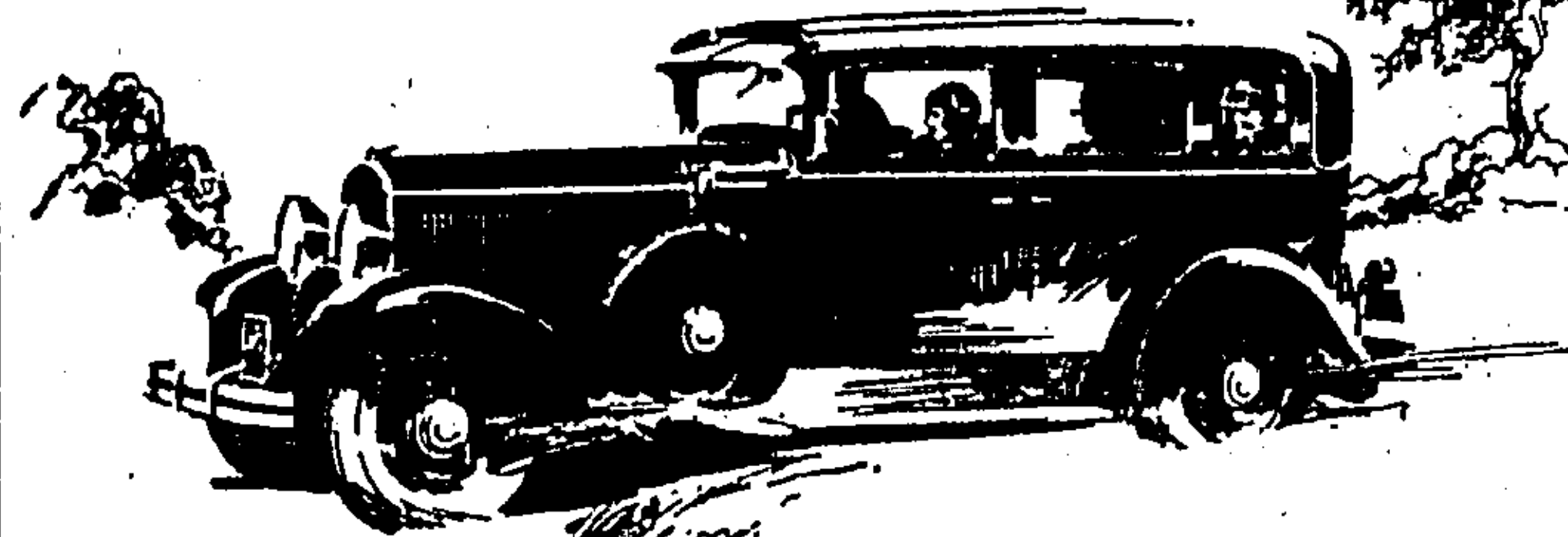
The buses are of the one-man-operated type, originated by Guy Motors Limited, the driver having an offside door to himself which permits the ticket counter being made permanent.

The Guy six-wheeled double deckers in Northampton are the only vehicles in Great Britain fitted all round with balloon tyres of 10½ ins. section.

second in the factors making for the allurements of the Willys-Knight Model 66-B must be rated the really beautiful four-wheel braking of that car—assuming, of course, that the car I tried was just an average representative member of the family. Editor's Note: Reprint from the "Auto," London.

Spokane Wild Man Gets Plymouth Demonstration.

Above appears Willy Willey, well-known recluse who resides in the mountains around Spokane, Washington, U.S.A. Willy Willey feels that it is more healthful to wear a pair of trousers than the more ancient garb of civilization. Frequent arrests while visiting the city have only strengthened his distaste for clothing. The only modern convenience that he allows himself in his den in the hills is a radio and the Plymouth radio contest, offering 1,011 prizes for the best reasons "Why I'd Buy a Plymouth" so intrigued Willy Willey that he visited the Plymouth dealer for a thorough demonstration.

CHRYSLER "70"-"77"

There's something
in Chrysler performance

Chrysler engineers designed the engines of the "70" and "77" so they develop more horsepower per cubic inch of piston displacement and deliver through the Multi-Range four-speed transmission more horsepower to the rear axle.

In addition you have in these Chryslers the safety of internal-expanding weatherproof 4-wheel hydraulic brakes—the better riding qualities of new, luxurious bodies.

These bodies are cradled from road shocks by a new type of self-equalising spring suspension and rubber spring shackles, as well as by hydraulic shock absorbers of the most advanced design.

All in all, in addition to having a car endowed with the utmost in performance, the owner of a new Multi-Range Chrysler is inspired with a confidence and pride of ownership that only a Chrysler can give.

CHRYSLER
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THE NATIONAL MOTOR CAR CO.

484 - 486, QUEEN'S ROAD, WEST.

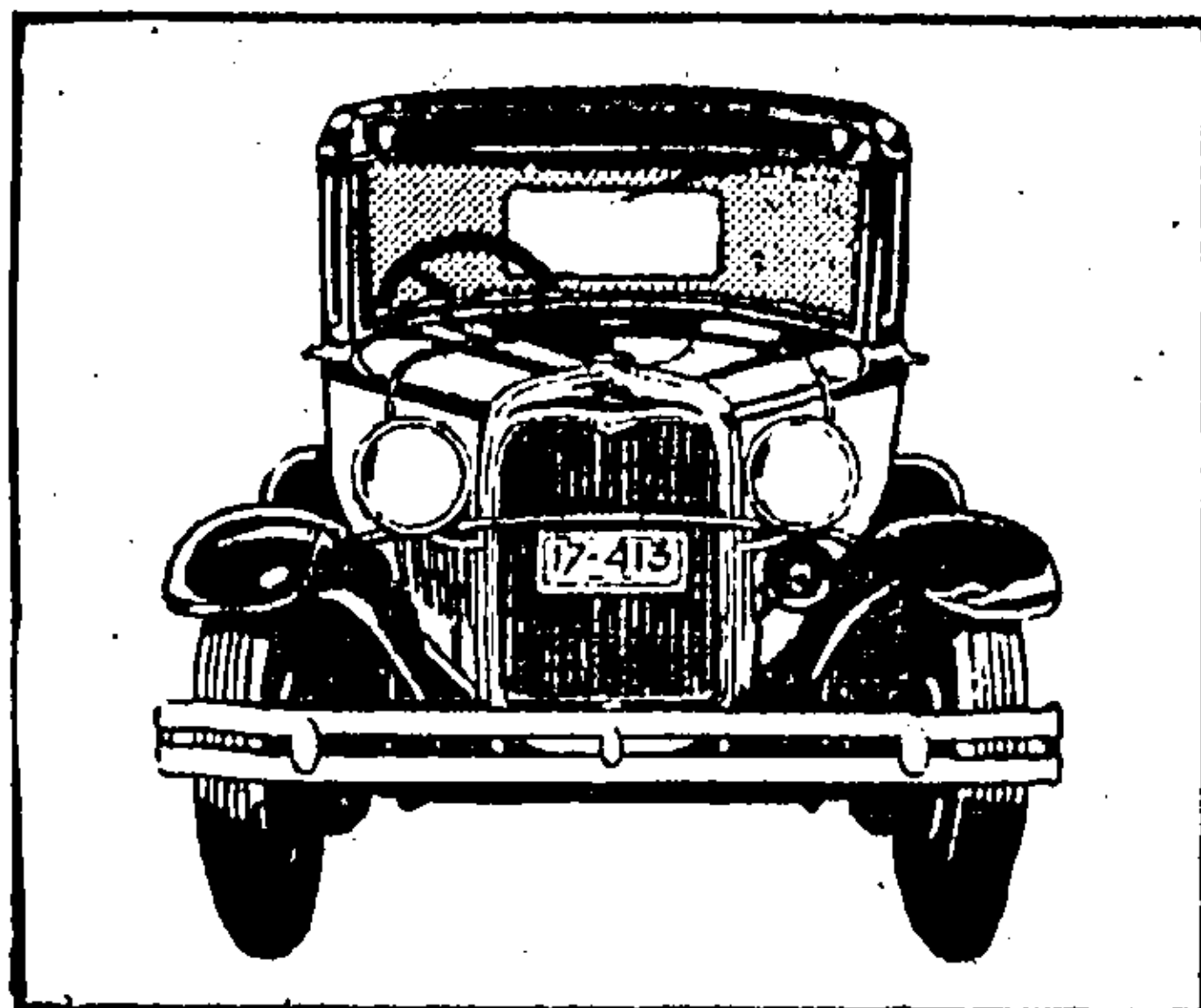
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TRANSPORTATION FOR FIVE AT FIVE CENTS PER MILE

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Based on a year's operation in the Colony a privately owned and operated Model "A" Ford 5-passenger Sedan costs LESS THAN 5½ CENTS (HONG KONG CURRENCY) PER MILE TO RUN. This includes gasoline, oil, licence, repairs, parts, cleaning materials, accessories and other incidentals. The actual figures proving the above are available for the perusal of anyone interested.

Add to this Low First Cost, Reliability, Safety, Speed, Efficient Dealer Service after you buy the car, and Long Life, and you have A TRIUMPH IN LOW-COST TRANSPORTATION



New Ford Town Sedan

A popular family car because of its reliability, economy and easy-riding comfort. Equipped, as are all the Ford cars, with four Houdaille double-acting hydraulic shock absorbers. Other features include quick acceleration, ease of control, 55 to 65 miles an hour, silent, fully enclosed four-wheel brakes, more than twenty ball and roller bearings, triplex shutter-proof glass windshield, smoothness, balance and security at all speeds.

A feature of great importance RUSTLESS STEEL headlamps, radiator shell, hub caps, gasoline tank cap, radiator cap, tail lamp and other exposed metal parts. This bright, lustrous metal will not rust, tarnish or corrode in any kind of weather, and will last for the life of the car

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CAR BODY.

More Fresh Air For
Passengers.

CHANGING FASHIONS.

Autumn is an exceptionally interesting season for motorists, if only because the announcements of new models for the next season by manufacturers tell them whether their one-year-old vehicles are capable of being run for another year without appearing too antiquated. In some past pre-motor-show periods, this has been an almost vital point for the principal feature of the shows, as indicated by preliminary information, has been almost revolutionary changes in body types.

So far as one can judge, there is no danger of such a thing this year in regard to British cars, but there is little doubt that, except for Britain, the fabric-covered body is superseded. Both American and Continental manufacturers had less enthusiasm for fabric, even when it was the rage, than British makers; and now, apparently, they are voting unanimously for cellulose-finished coachwork.

Drastic Treatment. From the private owner's point of view, and questions of fashion apart, there does not seem to me to be much to choose between the two finishes. Certainly, so far as fabric is concerned, there is ample latitude for the devising of effective colour schemes, and time has proved that modern fabrics are perfectly capable of withstanding the use to which they are put as external coverings for cars.

Whether fabrics are quite so hard wearing as the almost unscrutable cellulose treatment is questionable, but they are far more durable, and even "fool-proof," than the older paint and varnish.

Light-tinted fabrics naturally catch, and show, mud and oil stains rather badly, but my own experience is that they can be safely scrubbed hard and frequently with, say, a large nailbrush and soft soap; and if they are not allowed to become too dirty before this drastic treatment, the fabrics respond very readily. Many a car of this type of which the owner is half ashamed is merely in need of scrubbing.

Wonder Workers.

Probably the normal treatment of the car is to clean it with one of the special compounds which do not require water, and which are supposed to remove dirt and polish in a single application. Such compounds really do achieve wonders in the way of labourless car-cleaning, but there is a limit to their use, when the car, for its own sake, should be given a thorough wash—and, if necessary, a scrub—before the polish is applied.

The fault lies with the owner rather than with the polish, for when one has found it is possible to clean a car quite effectively without a hose, there is a temptation when the car is extra dirty to endeavour to get over the difficulty by greater generosity with the polish. This is fatal, for the result is to leave the bodywork covered with a slightly sticky film, which collects every bit of dust and fluff in the neighbourhood, and dries eventually into a hard, patchy skin which is very difficult to remove.

I do not deprecate the use of these special polishes, for they are really useful in certain circumstances, and tend rather to preserve than to damage the fabric. But I do say that whenever it is possible to clean the car properly, there is still nothing to beat cold water; and, if necessary, soap.

Ventilation.

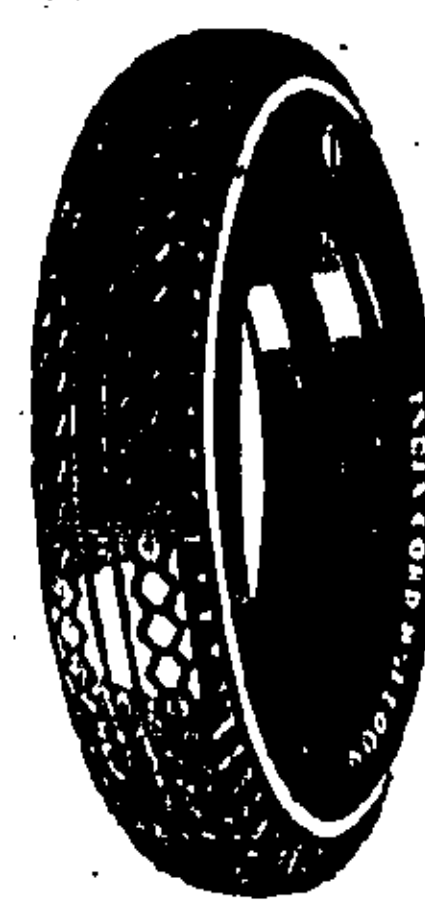
All this may appear to have nothing to do with the subject of body fashions, but I am rather wondering whether lack of knowledge of the proper method of cleaning fabric on the part of the majority of motorists is the real reason for the decline of popularity of this type of body-work—for there is no doubt that such a decline is setting in. At present, it is mainly noticeable outside Britain, but in such tendencies as this we almost invariably follow the majority, even though we may take a year or so to think about it first! I am very glad to see that, in the latest cars, much greater attention is being given to the question of the ventilation of saloon bodies than has ever been done before.

One of the finest ideas in this connection that has yet been introduced is the little glass panel—or louvre, I suppose one would call it—which, attached to the exterior of the door at the top of the window, permits fresh air to enter while excluding rain. It is just one of those simple little ideas which is 100 per cent. effective—one of those things of which one says: "It is a wonder no one thought of it before!"—Singapore Free Press.

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RED RING
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SAFETY
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INDIA SUPER TYRES

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Agents:—

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Telephone 22285.

MOTORS IN INDIA.

Only One 32 Years
Ago.

BUT 200,000 NOW!

Thirty-two years ago the first motor car to enter India was landed at Bombay. Since then a total of nearly 200,000 motor vehicles have been imported into India, Burma and Ceylon.

Most of these have been imported in the last 5 years, as is evidenced by the fact that whereas only 2,966 cars and trucks were imported into India in 1914, the total imports in the year 1929 amounted to 33,500.

This evidence of the romantic development of the motor industry was given by Mr. G. C. Seers, Managing Director of General Motors (India), Limited in an address broadcast from Bombay recently.

Oldsmobiles.

Although the name of the first motor car to enter India is not definitely known, he said, it is thought that the statement of Mr. Rustom Cama, a well-known solicitor of Bombay, is correct. In the year 1898, Mr. Cama's brother requested an American import and export company of which a Mr. Dodge an American, was the proprietor, to ship him three motor cars. These three cars were Oldsmobiles and were sold to Mr. Jamsetji Tata, the great industrialist Mr. Kavasji Wadai, of the Bombay Motor and Cycle Agency, and Mr. Cama.

Referring to India's roads, Mr. Seers said some of them are undoubtedly as good as any in the world, but the fact remains that there are thousands of square miles of country where no roads of any kind whatever exist. British India with an area of well over a million square miles and a population of 250 millions has 454,000 miles of roads of all classes, but only 60,000 miles of these are good surfaced roads, and a large amount of this mileage is unsuitable during several months of the year.

Road Development.

It is satisfactory to know, however, that increasing interest in road development is being displayed both by the Central Government, the Provincial Governments and smaller local bodies.

The raw materials which are comprised in the manufacture of a car are not produced in one or

MAYA EMPIRE.

Car to the Ruins of
Chichen Itza.

One of the most interesting highways of the future is now being planned in the State of Yucatan, Mexico, to extend from the city of Merida, the capital of that state, into the interior as far as the famous ruins of Chichen Itza.

In penetrating that scene of the grandeur of the Maya Empire, the road engineers took a motor car for the first time into the land of a forgotten civilisation. The rough trail was hardly cleared in many places, or was strewn with the original paving blocks laid down by the first Maya road builders, yet the Ford car in which the expedition travelled inland negotiated the route without faltering. "In carrying on the preliminary work," writes Jose I. Avila G., secretary of the state road commission, "I went all the way through the jungle and over the rocky trail in the Ford car. All the way to Chichen Itza, we had a most successful trip."

IN AND OUT.

During the month ended August 31, 1930, 328 motor cars of a value of £31,442 were imported into Britain, as compared with 898 valued at £78,362 during the corresponding month of last year. Exports during the month numbered 1,240 of a value of £214,473 as compared with 2,109 valued at £268,477 during August, 1929.

even a dozen countries, but in more than a score. The specific economic benefits afforded to the hundreds of thousands of people throughout the world engaged in the direct manufacture of motor vehicles are enormous and obvious, but in addition to these there are endless vistas of employment and profit open for countless other individuals engaged in the production of the necessary raw materials.

To name only a few of the latter there is rubber from Java, Malaya, Ceylon and South America, cotton from India and Egypt, silk from Japan and France, cork from Spain, graphite from Ceylon, tungsten from China, wool from Australia, wood from Norway and Canada, and nickel, turpentine, barium, and a host of other materials from scattered lands.

THOSE SIGNPOSTS!

A Colour System for
Safety.

Further experiences on extended tours have revealed once more the fact that our signposting methods call for considerable reform, remarks The Motor. It is found repeatedly in a country to which one is comparatively a stranger that it

is easy to overrun a point where one should turn, owing to the signs being either too small or badly placed.

In this matter our contemporary has every sympathy with a New Zealand motorist visiting this country who, in a letter to the Press, points out the lack of organisation and visibility that appears to exist in the signposts of the roads in Britain. It is almost impossible to read any signpost, until one is actually up to it or even beyond it, owing to its height, the placing of the sign arms at the same level, so that, in many instances, they obscure

each other, while a great many of them have the name of the town painted on one side, and, finally, the indications are usually of an utterly inadequate size of lettering.

This visitor from New Zealand has unquestionably put his finger on the most patent flaws in our signposting systems. He tells us, further, that in New Zealand a coloured method of signposting is adopted. The road from Dunedin to Christchurch, for instance, has been assigned to it chocolate and buff painted in bands about 4 ins. wide round the telegraph posts at suitable intervals and at all junctions, while another route has green

and red, and so on. Thus, instead of the irritating doubt that besets the driver in this country, he sees well ahead of him the continuation of the particular colour scheme he is following.

It should be pointed out that much annoyance and some danger attend this matter of inefficient signposting. When a driver overruns a turn he is apt in a moment of irritation to reverse, indiscreetly. There is, therefore, apart from convenience, a considerable element of safety in a system of organised coloured signposts as is adopted in New Zealand.

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RUGBY FOOTBALL.

Club Easily Defeat the Services.

FAR SUPERIOR.

By "Touch Judge." Playing on the Club ground at Happy Valley yesterday the Club defeated the Services by two goals and two tries (16 points) to a try (3 points).

The Club commenced the game with thirteen players but were soon at full strength. The Services played as published but the Club brought in Goldman instead of Allen.

Good Hooking. The Services were early attacking but were too clumsy in their movements to cause any real trouble. In the tight scrums the ball was invariably coming out the Club side thanks to good hooking by Suttill. In the loose the Club were inclined to be a little too eager and many good openings were lost by forwards getting off-side. Peers was prominent in the loose and was well up with the ball throughout the game. The Services on the other hand were not quick enough in getting the ball back when their hooker gained possession—the ball seemed to hang too long between the second and back rows.

Bad Handling. A good three-quarter movement was spoilt by Ferguson knocking on, in fact most of the movements were spoilt in this way. Lammert seemed completely off form—his tackling was excellent but his handling very poor. Many passes which found their way to Goldman were made good use of, as he time and again cross-kicked only to find that Frankham had anticipated this move and positioned himself perfectly.

Turner's Try. The Club opened the scoring when Turner broke away from a loose scrum to dribble a few yards, picked up, and ran strongly for the line. It was a good effort and when in a favourable position to convert Goldman was unfortunate when the ball rolled over as he kicked. Frankham should have got his man, but was completely deceived by his scribe. A pick up in the scrum nearly gave the Club further points as Goldman only just missed from a difficult angle.

Good Goal Kick. King, who was taking Bonnar's place behind the scrum, showed a burst of speed when he cut through to send Griffiths over in the corner for a good try. Goldman handled the goal points with a splendid kick. The Services three-quarters were not marking their men too well, and as a result a three-quarter movement led to Goldman scoring far out near the corner flag. Being a little winded by his run he failed to put enough force behind the ball when attempting to repeat his earlier success. A glaring example of bad marking was witnessed when Turner received from King and cut straight through to pass to Gammell when tackled by Frankham. Gammell scored near the posts for Whitham to add the points.

Two Kicks. Just before half time King, who had been playing very pluckily in a different position to his usual, was pulled up for off-side just outside the Club twenty-five line. Frankham, taking the kick, missed, but owing to a Club movement when he was about to kick, he was allowed to attempt the shot a second time, but again missed. Half time arrived with the Club holding a sixteen point advantage.

The second half saw the Club resting on their laurels and despite frequent raids on the home line were made, the Services never looked like scoring. The only time they looked like scoring was when Galletly broke away, but Lammert, using his speed, brought off a spectacular tackle. Continual pressure, however, at last brought reward when Trant and Gilmore broke through to touch down near the posts. It was a good forward rush and fully deserved the success it gained. The kick at goal failed. This ended the scoring in a game which had lost most of its interest in the second half, when the Club took matters very easily.

Comments. Of the two full-backs I liked Whitham the best as he tackled with zest, handled the ball very well and, if kicking too high to gain much distance, he always found touch when under pressure. Frankham on the other hand, was not so sure in his tackling, though his handling was excellent. His

HOME FOOTBALL LEAGUE MATCHES AND CUP TIES

HUDDERSFIELD SCORE TEN & WEDNESDAY NINE GOALS

[FROM OUR OWN CORRESPONDENT.]

London, Last Night.

ENGLISH CUP.				ENGLISH LEAGUE.				SCOTTISH LEAGUE.			
Second Round.				Division II.				Division I.			
Gainsboro'	0	Southport	4	Bristol R.	4	Stockport	2	Aston Villa	1	Leeds U.	3
Brentford	1	Norwich	0	Walsall	4	Newport	0	Bolton W.	3	Portsmouth	1
Accrington	0	Torquay U.	1	Wellington	2	Wrexham	4	Chelsea	5	Sunderland	0
Gillingham	1	Aldershot	3	Carlisle	4	Tonbridge	2	Grimsby T.	2	Sheffield U.	1
Fulham	4	Hull	0	Exeter	1	Coventry	1	Huddersfield	10	Blackpool	1
Nelson	1	York C.	1	Division III.—South.				Liverpool	1	Arsenal	1
Gateshead	3	Folkestone	2	Northampton	3	Swindon	0	Manchester U.	2	Derby Co.	1
Watford	3	Luton T.	1	Southend	4	Bournemouth	0	Middlesbrough	4	Blackburn	1
Crewe	2	Queen's P.R.	1	Division III.—North.				Newcastle	5	Leicester C.	2
Doncaster	0	Notts Co.	1	Barrow	4	Wigan	1	Wednesday	9	Birmingham	1
Sunderland	6	Lincoln	1	Chesterfield	3	Hartlepool	0	Stoke	1	Port Vale	4
Crystal Pal.	6	Newark	0	Tranmere	4	Hull	0	Tottenham	0	Bristol C.	1
								Wolves	3	Swansea	1

LOCAL NURSES.

Safeguarding the Local Public.

TO BE REGISTERED.

In the Government Gazette is published a Bill providing for the registration of nurses. By this means the public will be safeguarded by knowing that the nurses registered under the proposed Ordinance have been properly trained and examined, and are competent to take charge of their patients. It will also enable persons requiring nurses, both the medical profession and private individuals, to inspect the register and select nurses trained in the particular work which they are desired to undertake.

The bill follows the Home Act, the Nurses Registration Act, 1919, with this difference that a Board is substituted for the General Nursing Council, and regulations by the Governor in Council are substituted for rules made by the General Nursing Council. This after course is taken in conformity with the usual practice in the Colony.

The Bill is drafted with the further object of obtaining from the Nursing Councils for England and Wales, Scotland, Northern Ireland and the Irish Free State respectively similar treatment for nurses which will be registered under it to that which the Bill purposes conferring upon nurses registered under the said Councils.

Outside Trainees.

Provision is made also for the registration of nurses trained in any place outside the Colony provided that the training and examination is of the requisite standard. This will enable nurses trained in China, if efficiently trained, to be registered.

Chinese Institutions approved by the Board will be enabled to carry on the training of nurses. This Bill and proposed regulations have been submitted through the Secretary of State to the nursing authorities in England and Wales, Scotland, Northern Ireland and the Irish Free State and the recommendations made by them have been embodied in the Bill and regulations.

Result:— Club 16 pts. Services 3 pts. The teams lined up as follows: Club—J. P. Whitham; J. J. Ferguson; R. H. Griffiths; E. J. Allen; G. P. Lammert; M. W. Turner; A. N. Other; D. L. Milne; Day, A. D. Suttill; W. F. Peers; F. R. Burch; E. R. West; E. B. Gammell; J. R. Younger and E. P. Massey (Captain).

Services—L/Cpl. Frankham; Lt. Barlow; Mid. Parker; Lt. Hamilton; Lt. Galletly (Captain); A.D. Worthington; Lt. David; Surg. Lt. Nicholson; Sub. Lt. Edwards; Cpl. Pratt; Pte. Gilmore; A.D. Welham; Cook Pascoe; Uig. Knight and E.A. Wilkin-son.

BOXING CONTEST.

Berwick Tries Bout With Medway.

EVEN ON POINTS.

The Royal Naval Canteen Theatre was very animated last night. The reason was that H.M.S. Berwick and H.M.S. Medway decided to try conclusions in the ring—let it be said, a very friendly trial.

There were ten fights on the programme, and a Sunday Herald representative who was present was doubly informed that the two teams drew at 10 points each.

Owing to exigencies of the Services, last-minute substitutions had to be made, but those who attended had the satisfaction of seeing men doing their very best to win.

INDIAN FEDERATION

Sub-Committee Presents Interim Report.

London, Yesterday. The creation of a new State deriving powers partly from the powers which the Indian States will concede to the British Crown, to be placed at the disposal of the new Federation, and partly from the transfer of powers of the present Government of India, is contemplated by the sub-committee of the round table conference which has presented its interim report on the anticipated that the Federation will be carried out by the provinces of British India on the one hand, and such Indian States as choose to enter on the other, provision being made for others to come in as they desire.

The report also advocates the bicameral Federal Legislature, containing representatives of both British India and the Indian States in proportions to be fixed. It opposes separate legislatures to deal with central subjects concerning British India only, though it admits that this procedure will create the anomaly, which will need further consideration, that the Federal Legislature will, therefore, contain States representatives who will not be concerned with some of the subjects with which the legislature deals.

The report adds that the important subject of the position of the Crown will need further examination when the relation of the Federal Executive toward the Crown is discussed, and points out that if any subjects (such as defence and foreign relations) are reserved to the Crown, representation to the Crown by both Chambers would be necessary.

A list of subjects provisionally regarded as Federal is appended to the report.—Reuter.

SUN FO'S VISIT.

Trip from Nanking Postponed.

Canton, Yesterday.

Mr. Sun Fo, Minister of Railways, who intended to return to Kwangtung last Tuesday, has postponed the date of his departure to Tuesday, when he will leave Nanking in company with Mr. Tang Shao-yi and Mr. Lin Sen for Canton. The main object of the Minister's tour to Kwangtung is said to be to arrange for the opening of the

FRENCH CABINET.

Five Ex-Premiers with Portfolios.

Paris, Yesterday.

The new Cabinet has been formed, including five ex-Premiers. M. Steeg is Premier and Minister for the Colonies; M. Briand, Minister for Foreign Affairs; M. Painleve, Minister for War; M. Barthou, Minister for the Interior; and M. Chaumets, Minister for Public Instruction.—Reuter.

[M. Theodore Steeg, the new Premier, is a Radical Socialist, son of the former Deputy, M. Jules Steeg, and was born in Libourne, Gironde, in December, 1868.]

SANITATION.

Canton's Anti-Refuse & Dirt Campaign.

Canton, Yesterday. A sanitary campaign against refuse and dirt in houses has been decided upon, to take place in the city once a year. The Bureau of Public Safety has issued a notification that December 15, 16 and 17 are the three days set for the citizens to make a general cleaning up of their premises. Inspectors from the Bureau will visit every house and shop during the above-mentioned dates, and should rubbish or dirt be discovered therein, the householder or shopkeeper concerned will be liable to a fine.—Canton News Agency.

Things That Matter.

To-day's Diary. Third Sunday in Advent.

Entertainments. Queen's Theatre—"All Quiet on the Western Front." Central Theatre—"The Street of Chance." Majestic Theatre—"Paramount on Parade." Star Theatre—"Ham and Eggs at the Front." World Theatre—"The Wayside Flower."

Sports. Golf—R.I.K.G.C. Championship (semi-finals); Kowloon G.C. Championship (semi-finals).

General. Sunrise—6.54 a.m. Sunset—5.41 p.m. Tides—High, 4.14 a.m. and 5.50 p.m.; Low, 11.09 a.m. and 11.49 p.m.

Social Function—Tea Dance at Repulse Bay Hotel, 4.30 p.m.

The Weather. The following weather report was received from the Royal Observatory, Kowloon, last night:—

The anti-cyclone has increased slightly in intensity and is fresh to strong.

A monsoon will prevail along the south east coast of China and over the China Sea. Local forecast:—N. E. winds; fresh, cloudy generally; probably drizzle or mist later.

The Dollar. Yesterday's closing rate of the dollar on demand was 1/1 1/2.

Chungshan port and the construction of the Fatsan-Chungshan Railway.—Canton News Agency.

LOCAL OPERA.

"Yeomen of the Guard" A Great Hit.

APPRECIATIVE HOUSE.

The Philharmonic Society drew another crowded house to the Theatre Royal last night for the second production of the season of "The Yeomen of the Guard." The principals and choruses achieved a great success, securing well for equally crowded houses all this week.

The Society is to be congratulated on selecting "The Yeomen of the Guard" for this year's production.

DR. VORONOFF.

Turns His Attention to Diabetes Cure.

RESEARCH WORK.

Exit Dr. Serge Voronoff as the "monkey gland" rejuvenator—at least as far as his personally conducting operations to prolong the life of man is concerned.

The famous French surgeon revealed in an interview that from now on he intends to devote most of his life to research work. He will leave the delicate operations to the hundreds of surgeons he has trained to perform the actual work on patients.

Dr. Voronoff also revealed that for over seven years in his laboratory here he has conducted secret experiments on diseases which afflict the human race. The result of the experiments, he hopes, in time may revolutionise medical science as his discovery that monkey glands could be used to rejuvenate men startled the world 10 years ago.

"The desire not to arouse false hopes in the minds of sufferers from diseases hitherto reputed to be incurable prompts me to refrain from mentioning by name most of the illnesses for which we have been seeking remedies here for the past few years," Dr. Voronoff said. "However, I hope the time will soon come when I may be able to announce publicly some of the results we hope to attain."

"For the present, I want to confine our interview to the experiments which we have been, and still are, conducting with a view to relieving sufferers from diabetes. Our attempts consist of experiments, the object of which is to study means of successfully grafting the pancreas. A diseased pancreas is a cause of diabetes."

"Up until two years ago it had not been possible to get the graft, pancreas to live longer than 33 days. This case was, of course, a keen disappointment, for unless the grafted organ lives within the body to which it is transferred, the result is worthless. The organ must, in other words, continue to live and function in its new surroundings as it did normally."

Dr. Voronoff said their laboratory work had shown some measure of progress.

"Whether or not we can accomplish our object in this field remains, of course, to be seen," Dr. Voronoff added. "We shall, of course, try the new technique on animals first. If that succeeds, we shall try human beings."—United Press.

MEDICAL "GRADS."

Annual Dinner and Dance.

DR. MACGOWN'S ADVICE.

Nearly 100 couples were present last night in the Hong Kong Hotel Roof Garden on the occasion of the Hong Kong University Medical Society's dinner and dance.

After dinner the toast of "The King," "The Republic of China," and "The Guests" were proposed. Half of the guests, commented upon the splendid success of the Hong Kong University social functions. Much laughter greeted their when he suggested that their motto should be "Never let your work interfere with your pleasures."

Professor Gerrard, replying to the toast of "The Medical Society," expressed regret that he did not see many strangers at the meetings and lectures of the Society, and assured them that a welcome was always extended to outsiders.

The guests at the official table were:—Prof. Gerrard and Mrs. Gerrard; Mr. W. W. Hornell; Dr. Macgown and Mrs. Macgown; Dr. Y. S. Wan and Mrs. Wan; Mr. N. K. Law; Dr. Arthur Woo and Mrs. Woo; Dr. D. G. R. Black and Mrs. Black; and the Hon. Dr. Wellington and Mrs. Wellington.

Arrangements for the function were in the capable hands of Mr. N. K. Law, Hon. Secretary of the University Medical Society, assisted by a Committee.

WILD BIRDS.

Protection in the New Territories.

The regulations in the schedule to the Wild Birds Ordinance, 1922, have been further amended as follows:—

(1) by the deletion of paragraph (a) of regulation 4 and the substitution thereof of the following:—

(a) That part of the New Territories situated at or near Fanling which is bounded by a line drawn from Fanling railway station up the crest of the ridge meeting the railway at this point continuing south-westwards along the crest of the ridge down to its junction with the path leading towards the Ha Tse Gap and along that path to where it meets the Tseu Kang Stream, thence by the main Tseu Kang Stream to where it meets the main road near Ho Tung Farm, thence by the main road to the level crossing near Fanling Village, thence by the railway line to Fanling railway station.

(2) by the deletion of note 3 to the form of game licence set forth in regulation 5 and the substitution thereof of the following:—

Note:—No birds of any description, except magpies, hawks and kites may be killed, wounded or taken in any prohibited area.

KWANGSI WAR.

20 National Planes in Wuchow.

REBELS EVACUATE NANNING.

Canton, Yesterday. Colonel Chang Tse-sun, acting chief of the Wuchow Provisional Aviation H.Q., who had recently returned to Canton from Wuchow, intimated, in the course of an interview, that 20 National planes were held at Wuchow, ready to launch an offensive against the rebels in Nanning, if the latter's surrender was not genuine.

Colonel Chang confirmed the report of the rebels' evacuation of Nanning, the majority of whom have retreated to Posh, while leaving 300 insurgents guarding the city. "This shows that the rebels will give up Nanning, when the war is resumed," added the Colonel. The Cantonese forces under Yu Hon-mou and Wang Yam-wan are stationed along Penyang, and those under Li Yang-king along Wanghsien and Wingshun, making every preparation to press on the insurgents, since a large shipment of ammunition was sent to Kwehsien a few days ago.

Yunnanese Moves. With regard to the Yunnanese troops, they have withdrawn as far as the western sector of Posh, near the Yunnan border, but will advance south-eastward again when hostilities take place again in Kwangsi.

According to the Colonel, General Li Yang-king of the 63rd Division left Kwehsien on Wednesday for the Penyang front, in order personally to direct the operation. There is every reason to believe that fighting will break out in Kwangsi again in the very near future.

It is understood that Colonel Chang is flying back to Wuchow on the plane Ying Tak-to-day.

Peace Talk. One report maintains that the peace talk in Kwangsi is proceeding. Wang Shao-hung is reported to have already arrived in Hong Kong, submitting his surrender to the Canton authorities, while Wu Ting-yang, the ex-Kwangsi Commissioner of Reconstruction and ex-commander of the Kwangsi 1st Division, is now on his way from Shanghai to Canton, with the object of solving the Kwangsi problem by peaceful methods.

Nanning and Liuchow Deserted.

Ever since pamphlets had been distributed by planes advising the inhabitants of Nanning and Liuchow to leave the two cities so as to avoid destruction during air raids, a major part of the people have removed to the outskirts and neighbouring villages of the cities.—Canton News Agency.

RED BRIGANDS.

Threatening Border of Kwangtung.

Canton, Yesterday. According to an express received in Canton from a salt merchant in Shikwan, it is reported that the Communist-bandits in Kiangsi under the pressure of the Government troops were last week aiming at the capture of Tsu-yu-ling on the Kwangtung-Kiangsi borders.

The outlaws, having been closely pursued by the Government forces retreated last Saturday to Nan-an, in southern Kiangsi—a place famous for its preserved ducks—threatening the Kwangtung border.

Nam-hung's Preparedness. In fear of the invasion of the Red, the Nam-hung magistrates, Ng Wan-lai, notified all the local militia, and personally directed 500 peace maintenance corps of the city to prepare against the Communists. On Sunday, the outlaws marched to Hungmul and Wang-hang on the Kiangsi border, but withdrew in an easterly direction, when they learned of the concentration of 4,000 local militia at Nam-hung.

Reinforcements are reported to have arrived at Nam-hung and environs, as the crisis of the various districts along the Kwangtung border has considerably eased. More Cantonese troops will likely be sent to Kiangsi, in order to envelop the Communist-bandits.—Canton News Agency.

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